

Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER 1996

SEPTEMBER 1996 60p



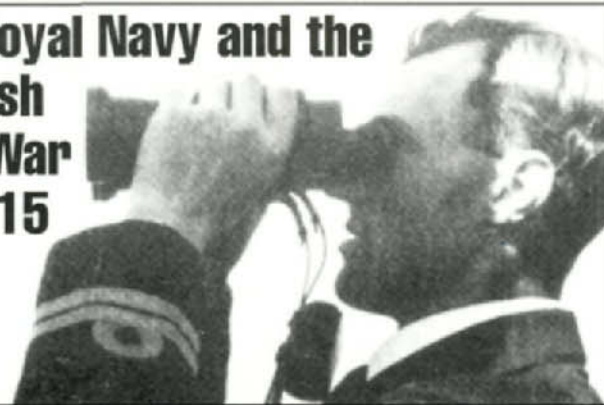
С ДНЁМ
РОЖДЕНИЯ

It's Russian for
'happy birthday'
centre pages

NAUGHTY –
BUT NICE
page 20



The Royal Navy and the
Spanish
Civil War
page 15



Units on 24 hour notice NEW FORCE IS 'GOOD TO GO'

A NEW JOINT Rapid Deployment Force designed to be at 24 hour readiness to respond to crises anywhere around the world was officially launched last month.

Former Royal Marines Special Boat Service commander Brigadier Jonathan Thomson is the new force's first chief, operating from the permanent joint headquarters at Northwood.

Centred on units provided by 3 Commando Brigade and 5 Airborne Brigade it also draws on other elements of all three Services, with the Royal Navy assigned to provide an aircraft carrier and submarines

Major step

Defence Secretary Michael Portillo told *Navy News*: "The JRDF is a major step forward for our Armed Forces. From today, we will be able to respond to crises worldwide more quickly."

● 45 Cdo have been training in the Mojave Desert in California in preparation for their role in the JRDF – and they are now, as their US counterparts say, "Good to go". See page 17.

**SPECIAL AVIATION
SUPPLEMENT
NEXT MONTH**

– with free cutaway poster



Goodbye, Cowes...

... but it's not quite goodbye, Britannia as the Duke of Edinburgh waves a last farewell from the deck of HMY to the world's most famous regatta. Meanwhile the 80ft Grand Mistral's Russian crew was the first to enter in all its 170 year history.



Cornwall rededicates at Falmouth

HMS CORNWALL arrives at Falmouth for a week-end visit to her affiliated county – and for her rededication after her first major refit.

Guest of honour at the ceremony was the Lord Lieutenant of Cornwall, Lady Holborow. Later in the weekend the ship's company took part in Falmouth's Sea Sunday parade.

The visit was extra special for one of the ship's sailors – Falmouth man MEM Simon Dash (21), who during the stop-over married local girl Alison Williams.



Wartime sailor's hymn on Radio 2

A TUNE composed by a sailor killed in World War II has for the first time been broadcast as a hymn in the Radio 2 programme *Sunday Half Hour*.

The music of the hymn, *They That Go to Sea in Ships*, was composed by 20-year-old John Foster six months before he died when his ship, HMS Imogen, sank in collision with the cruiser HMS Glasgow in 1940.

'Stormy sea'

Two years ago John's brother, Anthony – an organist – came across the faded manuscript and approached a retired clergyman, the Rev Peter Millam, who added the words.

It was one of the hymns sung during *Sunday Half Hour* from The Missions to Seamen Seafarers' Centre at Southampton. The 24-line work includes the words:

Our life is but a stormy sea, / And we are cast afloat; / But not without a hull that's strong, / The Ark of God's our boat.

Mine memorial gets a facelift

SAILORS in support of mine hunters on exercise off Scotland needed no help from ship or diver to deal with one mine – in the garden of the Kyle of Lochalsh Hotel.

The mine had been unveiled 14 years ago as a memorial to the men of the First Minelaying Squadron based at Kyle during World War II.

The old mine and its plaque were in need of refurbishment, undertaken by members of Forward Support Unit 03 deployed to back-up ships of the Third and Fifth Mine Countermeasures Squadrons.

New scheme for return to profitability

NAAFI'S PRIVATE PARTNERS PLAN

25,000 boost show funds

CROWDS of more than 25,000 who flocked to the Air Day at RN air station Culdrose have given a transfusion to Navy Days funds.

A spokesperson at Culdrose told *Navy News* that although the takings had not at that point been fully calculated, they were expected to run into many thousands of pounds.

Acrobatics by a Russian Su-27 jet fighter was one of the highlights of the show. Other features included the Red Arrows, wing-walkers, a Swordfish of the RN Historic Flight, a Virgin Airways Airbus 320, Sea Harriers and Sea King helicopters.

● All 16 Gazelles of 705 Naval Air Squadron flew over Culdrose to mark the end of the summer training term. The squadron will disband next year when training moves to RAF Shawbury.

NAAFI is to study proposals to work in partnership with private sector companies as a cornerstone of a series of projects aimed to return the 75-year-old Institution to profitability.

Following trading losses over the past two years, Naafi will look closely at all areas of its trade, particularly in Britain. The projects have been launched by the Institution's new chief executive, Geoffrey Dart, called in from Marks and Spencer for a two-year secondment in a bid to streamline the organisation.

Among his plans is the development of a formula to run Naafi shops so that they provide "world-class value for money", making them competitive with the best operators in the private sector.

Partnership with other retailers will be investigated, and solutions will be tested at trial sites using Naafi staff.

Pubs and clubs

Discussions will be held with local commanders to agree joint business plans covering all areas of the Institution's service. Business plans are scheduled to be in force at every British military establishment throughout the world by next July.

Partnership with companies in the pub and leisure industry will be considered as part of a project looking at ways of improving

Naafi's pubs and clubs – particularly by making them more inviting.

Naafi recognises that the food service contract for the Armed Forces in 1997 is vital to its future.

As part of its campaign to win it, the Institution says it will investigate "radical new ways of operation, and potentially allow food services to stand independent of Naafi's UK retail distribution chain."

Financial service

The Institution regards its financial services as well developed, but they are facing stiff competition from some of the largest financial service companies in the world. Therefore one of the projects will look at how Naafi can deliver an "even better service" at lower cost.

Other projects will look at improving financial reporting and communication with staff.

The projects follow Mr Dart's independent review of Naafi services, which is understood to have recommended closure of certain unprofitable stores provided they did not fulfil a welfare need. However, the review praised the Naval Canteen Service's welfare role on board HM ships.



First woman in control...

LT DEBBIE HITCHINGS takes her place at the console as the first female operational fighter controller in the Royal Navy.

Debbie successfully completed a 21-week course at the School of Fighter Control, Yeovilton and the School of Maritime Operations at HMS Dryad.

She mastered the skill of intercept control with a wide range of aircraft including Tornados, Sea Harriers, and F15s. She has now taken up her first appointment as fighter controller – in the air defence destroyer HMS Southampton.

Students develop sub training disks

A NEW COMPUTER Based Training system (CBT) for submariners has been developed with the help of two university students.

The system is designed for operators of the JUC 1007 Radar and for use in the Submarine Command Team Trainer at Devonport.

The application was developed at the RN School of Educational and Training Technology (RNSETT) by Graeme Wood of Portsmouth University and Michael Buchan from the Brighton college. They were at RNSETT, HMS Nelson, to gain industrial experience in support of their computer science degrees, and

worked under the project management of the Senior Training Technology Advisor there, Lt Cdr Jim Hammersley.

The project was developed using the SCIT expertise of CPO(TS) Paddy Beegan and WO George Woodcock.

The new CBT package, contained on a few floppy disks, will reduce expenditure on the real equipment and will allow the subject matter to be taken on board submarines for refresher training.

Plymouth museum reopens

PLYMOUTH Naval Base Museum has been reopened after extensive refurbishment. The ceremony was performed by Vice Admiral Sir Roy Newman at an Open Day for the museum's Society of Friends.

Since 1992 the museum has welcomed 20,000 visitors in organised groups. Those interested in joining the Society of Friends should contact Cdr C. W. Crichton on 01752 555914, and those seeking information on the museum should call the curator, Mrs Anne Richards, on 01752 552611.

● Crews from over 60 vessels taking part in Plymouth Classic Boat Rally at Clovelly Bay Marina, Turnchapel, were invited to take part in a guided tour of Devonport Naval Base's historic South Yard.



Going great guns!

REMINISCENT of those big-ship's company pictures of the 1930s, the officers and men of HMS Southampton use the acres of space on board the preserved battleship USS North Carolina for this evocative picture. It was taken during the Type 42 destroyer's visit to Wilmington, North Carolina.

NEW DIRECTION FOR DOLPHIN

HMS DOLPHIN, traditional home of the Submarine Service for nearly a century, may soon close as a naval establishment.

Decisions will be made this month on proposals to use the Gosport site to provide a home for the expanded Royal Defence Medical College, currently at Millbank in London, and its health studies division.

HMS Dolphin currently houses a number of RN units, notably the Submarine School, the Submarine Escape Training Tank and the Maritime Warfare Centre (Gosport).

The Submarine training role dates from the time, beginning at the turn of the century, when Dolphin was the home of the Submarine Service and a major operating base for submarines.

It ceased to be such a base in 1993, however, and

since then the level of naval activity on the site has declined.

Meanwhile the Ministry of Defence has been studying arrangements for medical training after the Defence Cost Study resulted in a single tri-service hospital based on the former RNH Haslar at Gosport.

Clinical experience

Under the new proposals the Submarine School will move to HMS Raleigh, the training establishment at Torpoint close to the submarine operating base at Devonport, and the Maritime Warfare Centre (Gosport) will be co-located with other elements of the centre at HMS Dryad, Fareham.

At the Dolphin site, the Royal Defence Medical College – responsible for basic training of nurses and medical technicians and postgraduate training

for medical officers – would be next door to the hospital at Haslar from which many of its teaching staff would be drawn and where trainees would gain clinical experience.

The Army's newly created Third Cadre Field Hospital, which would for operational deployments draw many of its staff from Haslar, is also being established on the Dolphin site.

An MOD statement concluded: "This package of proposed moves would make more efficient and sensible use of the defence estate . . . and create a prestigious centre of military medical excellence in the Gosport peninsula."

Below: back in 1981 there was no doubt about HMS Dolphin's identity – the then Miss Dolphin, Wren SA Lynn Hancock is seen accepting a free ride from another expert submariner at Brighton Aquarium.

Museum calls for names

NEEDING another £4m to complete its Neptune Court project to display more of its vast collection in 11 new galleries, the National Maritime Museum is offering sponsors the chance to put a name in history.

A limited number will have their name, that of a loved one, a company – or even that of a ship in which they served – engraved on slate and displayed in the atrium of the new Court. The project also entitles the benefactor to create a personal message in a unique volume which will be housed permanently in the archives of the museum for future generations to see.

Tel David Williams on 0181 312 6718 for details.

● In response to public demand, the museum's 'Blood, Sea and Ice' exhibition charting the lives of Drake, Cook, Franklin and Raleigh, has been extended to October 25.

Krait replica planned

A REPLICA of the fishing boat Krait that evacuated British citizens from Singapore and later returned to destroy 40,000 tons of Japanese shipping there with limpet mines in 1943 is to be built by Naval Reserve Cadets of TS Krait in Queensland, Australia and sailed by them to retrace its epic searaid in Operations Jaywick and Rimau.

Contributions to the \$250,000 project may be sent to PO Box 1241, Hervey Bay, Qld. Australia 4655

IN BRIEF

FIVE of the six ships of the First Frigate Squadron have gathered alongside at Devonport for the first time in over a year, only HMS Coventry being absent in refit at Rosyth, before dispersal on deployments including the West Indies, Gulf and Exercise Oceanwave.

THE QUEEN Mother met the families of staff at the RN College when she visited Greenwich for a private lunch in the historic Painted Hall.

VISITOR numbers and takings for Portsmouth Historic Ships broke all previous records on August 6, 3,416 people buying £24,000 worth of tickets.

THE NARVIK Association, now being wound up, has placed two ornamental benches in Stonehouse Naval general surgical ward at Derriford Hospital's MOD Hospital Unit, Plymouth.

THE DEEP submergence rescue vessel LR3, formerly based at Renfrew, has been donated to the RN Submarine Museum.

GOSPORT Sea Cadet Unit celebrates its 50th anniversary by parading to St John's Church, Forton Rd on 3 November. Ex members of the unit wishing to attend should contact Lt R. Budden on 01903 505420.

SEBASTIAN Coe will start the Royal British Legion 'Pedalathon' at the National Maritime Museum, Greenwich on September 5. The 274 cyclists taking part will cross the Channel to tour Northern France.

Praise for pair who braved Bertha

HIGH COMMENDATIONS for Bravery from the Royal Turks and Caicos Islands Police Force have been awarded to two RN men attached to the Marine Branch.

Lt Cdr Chris Wilson and CPOMEA Jonathan Buttigieg braved 80mph winds to swim out and secure the police launch Sea Quest which had

come adrift and was threatening to smash into an occupied motor cruiser.

Jonathan told Navy News: "During the worst part of Hurricane Bertha we noticed that Sea Quest was dragging its mooring and anchor. This was confirmed by two of our friends who live on a large motor cruiser in the creek."

"Sea Quest was moving rapidly towards them and they were concerned, not only for their own safety, but for that of their vessel/home and Sea Quest."

"Somebody had taken away the Marine Branch vehicle, so we could not get to our dinghy which was at Police HQ. The only other way to get to Sea Quest was to use Sea Eagle, our little Boston whaler which was also anchored in the creek, slightly closer."

"With winds reaching 80mph straight down the creek from the north, we donned life jackets and swam out to the boat and climbed aboard. While Lt Cdr Wilson tried to start the engines, I tried raising the twin anchors by hand, nearly losing my fingers in the process."

"After we were free, we picked up two other officers from the main jetty and attempted to board Sea Quest. This was very hazardous due to the heavy swell, high winds and zero visibility."

"With only minor damage to Sea Eagle we managed to move Sea Quest to a safer location and all got off with only minor injuries."

"We received a letter of thanks from the owners of the other boat, who said they had not seen anyone swimming in the middle of a hurricane before. At the time, all we could think about was the boats. Given the opportunity again, I'd probably say 'No thank-you!'."

● HMS Campbelltown and the ships of the Standing Naval Force Atlantic together with the Guard Ship of the Netherlands Antilles HNLMS Willem van der Zaan joined forces for search and rescue operations in the wake of Hurricane Bertha. We are told that Lt Richard Evans, currently serving on exchange in the latter, introduced the ship's company to "the very British tradition of Sundowners" to toast The Queen on her birthday.



As Scotia moves over to Rosyth –

HMS SCOTIA, Scotland's East Coast RNR Training Centre, has moved from Pitreavie to Rosyth.

The move has followed the decision to centralise all Navy activities in the east of Scotland within the new support establishment at the former artificers training school, HMS Caledonia.

When the RNR was restructured in 1993 HMS Scotia grew as many reservists transferred from units closed in Dundee and Edinburgh and training had to be conducted mainly in temporary buildings.

With the decision to close the Maritime Headquarters at Pitreavie an opportunity arose to provide suitable training facilities for the expanded unit.

The refurbished artificers training block has ample classroom space to house the 250 reservists attached to the unit and a purpose-built administration and amenities block provides office accommodation, changing and social facilities.

Scotia now has easy access to the swimming pool and gymnasium in Caledonia where reservists can improve their fitness before going to HMS Raleigh and Nelson for new entry and leadership training.

– Raleigh opens up Oliver again

INCREASED recruiting by the RN has re-opened Oliver Division in the new entry training squadron at HMS Raleigh.

Oliver shut down in December 1992 due to a reduction in the throughput of trainees. It was officially re-opened by the CO of Raleigh, Commodore Hugh Rickard to accommodate a total of seven classes entering the division last term.

Sultan in the lead

TWO TEAMS from HMS Sultan won prizes for their unusual cars entered in competitions this summer.

Now in its 20th year, the Shell Helix Mileage Marathon to obtain maximum fuel economy over a ten mile course set at Mallory Park, Leics, attracted over 90 entries.

The Sultan effort, a development of a project first started at RNEC Manadon, achieved its class win with a creditable 1,628 mpg. It consists of a light aluminium chassis clothed in a fibre glass body in which the driver is almost recumbent, powered by a modified hybrid of the Honda C90/50 engine.

The RN School of Marine and Air Engineering's entry for Pedal UK 96 hosted by RAF Odiham was a three-wheeler unique among 17 entries in having two wheels in front and one at the back, causing doubts over its ability to round corners at speed.

These proved groundless – it came in first after completing 100 laps in three hours and raising £226 for charity in sponsorship.

Drafty... the Advancement & Promotions Office

Pointing your career in the right direction

ONE CORNER of the second floor of Centurion Building is home to the Advancement Office who deal with the 6,000 ratings who are on roster advancement.

The Advancement Office is responsible for recording your professional qualifications which are then input into the computer in order to place you in the roster. Once on the roster your future progress is very much dependent on the availability of vacancies in the next higher grade.

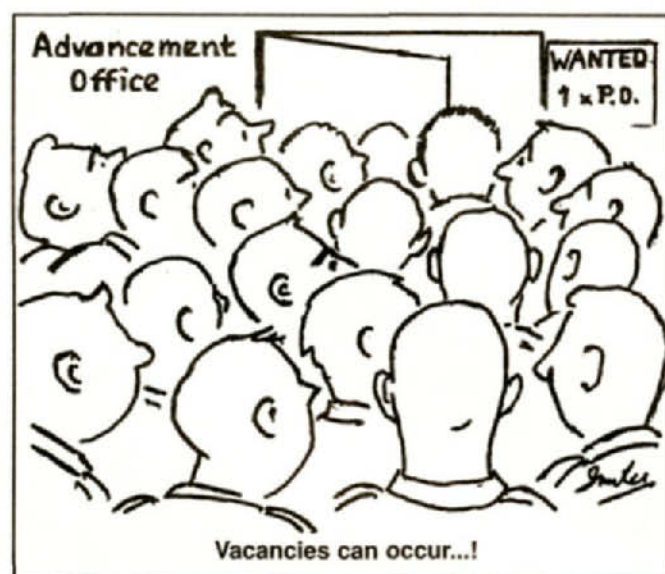
How do vacancies occur?

Vacancies can occur for a number of reasons from people going outside to extra jobs being created because a new ship has been built.

Unfortunately, vacancies can also disappear just as quickly and just because PO Smith is leaving the service, it does not mean that there will automatically be a vacancy in his job.

His job may no longer need to be filled, either because of internal reorganisation or because several other jobs have disappeared at the same time so there are plenty of other POs to fill Smith's billet.

The Advancement Office tries to predict whether the billet does need to be filled by your advancement and if it does and you are at the top of the roster, your B13 will be issued, although you are obviously unlikely to be drafted to fill that particular billet!



ment and if it does and you are at the top of the roster, your B13 will be issued, although you are obviously unlikely to be drafted to fill that particular billet!

How do merit points work?

If after two years of waiting on the roster a vacancy has not arisen, you will be given merit points by your ship. Your first set of merit points will reflect the time that you have spent on the roster in relation to those who passed their examina-

tions about the same time as you. If you passed before them you will probably find that you end up with more merit points, and if you passed after them they will probably end up with more points.

For example:
AB Smart has a basic date of Sept 1 1994. AB Slow has a basic date of Nov 28 1994. Both ratings are awarded 61 C281 points on Nov 30 1996. A correction factor is applied to reflect that AB Smart passed his exams earlier than AB Slow as follows: Take number of points and times by number of days between basic date and C281 award.

AB Smart: 61 points x 91 days = 5551 points

AB Slow: 61 points x 2 days = 122 points

This total has to be divided by the number of days between C281 awards

AB Smart 5551/182 days = 30.5 (rounded to 31)

AB Slow: 122/182 = .67 (rounded to one)

Then the total is added to the original scores:

AB Smart: 61 points + 31 adjustment points = 92 points

AB Slow: 61 points + 1 adjustment point = 62 points

AB Smart will therefore be ahead of AB Slow on the roster.

Selective promotion

As mentioned in this column in October last year, several recent reports have called for selective promotion for the able rates and leading hands rather than the current roster system but, as yet, nothing has been decided.

If the roster system were to be replaced, it would be important that the replacement system was simple for you to understand and did not impose an additional burden on your divisional officers.

As soon as there is further information on this important topic you will be informed through all the usual channels.

In the meantime, the advancement office is looking at ways in which the B13 process can be enhanced so that everyone is given advance notice of when their B13 is to be issued, again, watch this space.

Drafting notice - a reminder

Believe it or not, Drafty is concerned to give you as much notice as he can, and does his utmost to meet the long-established notice times laid down. Unfortunately, much as he would like to give everyone several years notice of a draft, it is simply not possible to do when the number of billets to be filled and the people in each rate are both constantly changing, sometimes at short notice.

Some of the notice for draft times laid down in BR14 are:



Shore to sea - five months. This can be waived if the rating is a 'short-notice' volunteer.

Sea to sea - three months, unless within the same port area or to PJT.

Shore to shore - three months, unless within the same port area or to PJT.

Sea to shore - three months (includes leave) Delays here sometimes occur as the result of late notification to Drafty of some pre-

ference and availability date after sea leave.

Emergency Relief Pool - five months to join the pool. Immediate notice while on it.

Special Commitments (for example IFOR) - a few days. This does not occur very often.

Sea Drafts following career training, for which it is assumed that ratings are already under notice for sea, are not included in the above notice times.

Who's who in the Advancement and Promotions Office

Promotions/Advancement Officer Lt Cdr David Pugsley ext 2181
Promotions Office Manager - WOWTR David Walker ext 2383
Promotions Office D6PCD - POWWTR Doreen Towers ext 2383
Promotions Office D6P1 - LWTR Neil Ingram ext 2458
Promotions Office D6P2 - LWTR Sarah Tudge ext 2458
Promotions Office D6P3 - LWTR Babs Golby ext 2382
Promotions Office D6 P4 - Gapped
Advancement Office Manager - CPOWTR Eugene Hickey ext 2498
Advancement Office D61A - POWWTR Sue Rodwell ext 2498
Advancement Office D6A2 - LWTR Brian Savin ext 2498

SHIP OF THE MONTH

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Somerset hosts Aston enthusiasts

SLEEK, visually attractive, immensely powerful and guaranteed to turn the head of any pretty girl - but enough about HMS Somerset!

A dozen shining Aston Martins were lined up on the jetty beside HMS Somerset in Plymouth when the ship hosted a visit by the classic car's Owner's Club.

The owners enjoyed a tour of the Type 23 frigate, hosted by Lt Cdr John Renwick and Lts Ollie Hutchinson and Rufus Redman. Braving a whole barrage of predictable jokes about the difficulty

normally experienced with parking inside the naval base, the club members said they thoroughly enjoyed the visit and subsequently called in at HMS Drake, lunching in the wardroom.

Seven Somerset councillors also took the opportunity to visit their adopted warship during a recent trip to Devonport.

As well as enjoying a guided tour of the ship, the councillors were entertained to lunch by the Captain.

HMS Somerset is due to be open to the public when she visits Royal Portbury next month.



A dozen Aston Martins were lined up on the jetty while members of the Aston Martin Owners Club toured HMS Somerset. Picture: HMS Drake Photographic Unit



New dawn for Somerset

DUE TO be commissioned at Devonport later this month, the Type 23 frigate HMS Somerset is the fourth Royal Navy ship of the name and the eleventh member of the Duke class, mainstay of the surface fleet.

Built by Yarrow Shipbuilders Ltd on the Clyde, she was launched on June 24, 1994 by her sponsor, Lady Layard, wife of Admiral Sir Michael Layard, then Second Sea Lord. HMS Somerset was accepted into Naval service on May 16 this year and is part of the 6th Frigate Squadron.

In the months ahead she will continue with Part 4 trials of weapon and sensor systems, culminating in her operational data material assessment (ODMA) on November 28.

Automated

The Duke-class vessels are extensively automated, continuing the trend towards reduced manning. HMS Somerset's weapons systems and sensors and the control systems for her main machinery and electrical distribution are all fully computerised. The complexity of this equipment demands a high level of professional knowledge from the 185-strong ship's company charged with operating, maintaining and repairing it.

The personnel of Somerset's warfare department operate some of the most modern sensors and weapons systems in the Navy. The missile division mans the vertical-launch SeaWolf anti-missile system, together with the Harpoon anti-surface missiles and the 4.5in gun. The sonar team directs the very sophisticated sonar set to detect submarines and the radar division mans radar displays in the operations room, plotting data received from ships and aircraft.

Electronic Warfare ratings analyse electronic signals in order to identify and classify ship or aircraft emitters and those in the communications division keep Somerset in touch with shore headquarters and with other units in the area.

Information from the sensors is displayed in the operations room, where the commanding officer, his principal warfare officers and command team can see exactly where friendly and hostile units are deployed and what they are doing for tens of miles around. The CO can then assess any threat to the ship or to the group of ships which Somerset may be helping to defend.



HMS Somerset, the Navy's newest Type 23 frigate, which commissions in Devonport on September 20.

Picture: HMS Drake Photographic

In the event of an attack, whether from aircraft, ships or submarines, the CO and his warfare team would decide on the optimum use of the ship's impressive weapons systems.

Like her sister vessels, HMS Somerset's design incorporates many stealth features, making her a difficult target for an enemy to find. Unlike the other Type 23s, however, she does not have the 2031 towed array sonar or the 182 torpedo decoy. In each case a replacement is to be fitted in due course.

Merlin

Somerset currently carries the well-proven Lynx helicopter, but this is also to be replaced in the future - by the Merlin. Both aircraft are potent weapons platforms and can carry torpedoes and various missiles in an anti-submarine or anti-surface ship role.

HMS Somerset is versatile but principally designed for anti-submarine operations. Her helicopter can be directed by the ship's aircraft controller into a position where the crew could, if ordered to do so, destroy an enemy submarine with torpedoes. The ship herself is fitted with a magazine torpedo launch system which allows the

launching of torpedoes from within the hull via two doors either side of the hangar superstructure. As with SeaWolf, it eliminates the need for personnel to go on to the upper deck to reload the weapons during action.

Somerset could also be tasked in wartime to use her long-range Harpoon missiles against enemy ships or to provide bombardment support to forces ashore using the 4.5in gun.

The ship's propulsion machinery comprises two sets of Rolls-Royce Spey gas turbines and GEC electric propulsion motors, each set driving a shaft and a fixed-pitch propeller. Quiet, low-speed running is derived by the propulsion motors alone, which are supplied with power from any combination of four Paxman diesel generating sets. Sprint speeds in excess of 28 knots are obtained by clutching in the two Speys through a GEC gearbox.

Unique to the Type 23, this Combined Diesel Electric and Gas Turbine (CODLAG) arrangement enables the propulsion and generating machinery to operate efficiently at their optimum levels.

Living conditions on board the Somerset are good. Senior ratings have four or six-berth cabins with separate messes, while junior rates

live in spacious messdecks, each with its own recreation area and television. A reference and lending library is kept and a physical training specialist borne, to organise sporting activities both ashore and at sea.

HMS Somerset maintains a number of affiliations: to the Duke and the county of Somerset, the Royal Green Jackets, The Training Ships TS Alacrity and TS Queen Elizabeth as well as Hele's School.

Facts & figures

Pennant no: F82.
Builder: Yarrow
Shipbuilders Ltd.
Launched: June 24, 1994.
Accepted: May 16, 1996.
Displacement: 3,500 tonnes.
Length: 133 metres.
Beam: 16m.
Draught: 7m. Ship's company: 185 men and women.
Communications: ICS 6, providing VLF and LF receive facilities and MF, HF and VHF transmit and receive facilities for voice, morse, teletype and data signals; SCOT 24-hour worldwide satellite communications system.
Aircraft: Lynx helicopter. (To be superseded by the EH101.)
Weapons: GWS 26 for close-range air defence using vertical-launch SeaWolf; GWS 60 surface-to-surface sea-skimming Harpoon missiles to attack over-the-horizon targets; 4.5in Mark 8 gun; 30mm guns; MTLs, close-range, anti-submarine system using Stingray torpedoes.
Sensors: Radar 996 for long-range surveillance; Radar 1007 for navigation; Radar 1010/1011 for target identification; Sonar 2050, an omnidirectional, medium-range, hull-mounted active sonar with improved passive capability. UAT electronic warfare system, a passive surveillance system identifying hostile and friendly radar emissions.
General Purpose Electro-Optical Director used to provide target data for the 4.5in Mark 8 gun's fire control system.

France and Spain may remember ship's name

FIRST of the three previous HM ships Somerset was an 80-gun ship of the line built at Chatham in 1698.

She was the flagship of Admiral Sir George Rooke at the battle of Vigo Bay on October 12, 1702, when 34 French and Spanish ships were destroyed, driven ashore or captured.

She also saw action against the combined Franco-Spanish fleet at the battle of Velez Malaga on August 13, 1704 and took part in the bombardment and storming of Alicante in 1706. Hulled in 1715, she was broken up at Woolwich in 1740.

The second Somerset, another 80-gun ship of the line, was launched at Woolwich in 1731. In

February 1744 she was part of the British fleet, under Admiral Thomas Matthews (HMS Namur), which fought a Franco-Spanish fleet of 28 ships of the line off Toulon.

The opening attack was made with the British line ill formed and, with the enemy ships fleeing, Admiral Matthews failed to pursue and destroy them. He was subsequently court martialled and dismissed the service.

"Taken to pieces" at Chatham in 1746, the second HMS Somerset was ordered to be rebuilt in 1747, but the order was cancelled the following year.

Blockade runner

Next ship of the name, a 70-gun third rate ship of the line, was launched in 1748. Ten years later she was involved in the capture of Louisbourg and Cape Breton Island and the following year she formed part of the fleet that landed the army of Major General James Wolfe below the Heights of Abraham at Quebec.

She was eventually wrecked in August 1778 after running aground off Cape Cod whilst in pursuit of a French blockade runner.

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Letters

Cavalier treatment

IT WOULD be interesting to learn the cost of salvaging and preserving the German Type IXC U-534 for display at Birkenhead by the Warship Preservation Trust – particularly as the British ex-World War II destroyer HMS Cavalier lies rotting away at Hebburn through lack of funds. – M.A.Hollamby, Ashford.

A spokesman for South Tyneside Council, which bought HMS Cavalier from Brighton in 1988, told Navy News that, far from rotting away, the ship had been preserved in much the same condition in which she arrived, the Council having spent thousands of pounds in keeping her watertight. It was planned she should form part of a National Shipbuilding Exhibition Centre based on Hawthorn Leslie's Tyneside yard. "We were deeply disappointed that our £4.1m bid to the National Lottery was turned down, but we still live in hopes," he said.

Wrens on the run

I WAS surprised to find a front page article on a Wren competing in the Brickwoods Field Gun competition – not because a Wren had competed but because it had only just reached the press.

I've seen Wrens competing two years ago.

WSTD April Chandler is not the only Wren who deserves recognition for a good performance this year either. LWMEA Caroline McIndoe, running for HMS Neptune (who were placed second) is the only Wren to ever win a medal in the competition. – POMEA A.Read, HMS Battleaxe.

Writer forms an opinion on change

FOLLOWING around four years of being drafted to a couple of squadrons in the Fleet Air Arm, it would appear that although many hundreds of thousands of pounds have been spent enhancing FAA information technology (FAAIT) there is a long way to go to make the system user friendly.

I refer to the long-handed way in which certain forms/documents have to be "manually" typed rather than being produced using the FAITT computer systems at our disposal.

This is also the case in the production of countless other forms in most branches of the Royal Navy – squadron record books, most NAC forms, Engineering and most reporting forms to name a few.

As a Senior Rate Writer, I have the daunting task of explaining to my subordinates why this is the case. I manage to a certain extent, but my replies to the many questions still cause anxiety to those taught computer literacy in schools across the country.

A vast majority of these forms require despatch to Senior

Officers/Command Administrative Authorities which require a high degree of conformity to accepted standards.

Surely the adoption of this seemingly simple idea would result in a reduction of wasted man hours spent manually producing these forms – not forgetting the time saved in the ordering of them through an already exhausted Naval Stores system?

I am the last person within the Writer world who would wish to escape from the traditional past of the Pusser, but in these forever changing times I feel it's time for these probably deemed "lesser items" to be included in the package of "Changes for a more streamlined, efficient Royal Navy". – POWTR S.A.Squirrel, 820 Naval Air Squadron.

When 'left' isn't right

I WAS screamed at by Training POs if I dared to say 'Leftenant', as in the Army and RAF, or 'Lootenant' like the Americans. In the Royal Navy it is 'L'tenant'! I was told most forcefully.

I had this confirmed to me during my two years service and since then by countless serving RN officers – yet a chum of mine who also did service in the Navy at the end of the war recently corrected me and said "It is 'Leftenant' in the Royal Navy".

Who is right – has today's Navy changed the pronunciation as it has changed so many things over the past forty years? – T.L.Wand, Much Hadham, Herts.

First mention of a naval lieutenant is in 1580 when one was borne in each ship as the captain's understudy. However it was pronounced then, it should be 'L'tenant' in the Navy. – Ed

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

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Sound and fury of the big show at Earls Court

I WOULD like to congratulate the Royal Navy on a superb Royal Tournament. Our branch of the Fleet Air Arm Association from Ford in West Sussex enjoyed the last night, especially the parade of standards which included the FAA standard.

I did not enjoy having to pay more to see it than my shipmates of the Royal Naval Association.

We could not have the discount available to the RNA because we were not considered to be a Royal Naval Association.

We all wore the same uniform and drew the same miserable pay – why can't we be treated the same now? – P.J.Colston, Bognor Regis.

I WAS looking forward to the Royal Tournament on TV – I especially wanted to see the Sultan Ladder Display as I have always admired their skill.

But after only a few seconds of the gymnasts, taken from an impossible angle, we were switched to the floor of the arena.

There we were subjected to a loud-mouthed female PTI cajoling service personnel to step daintily from side to side and clap to noisy electronic instruments.

One shudders to imagine how these water lilies and fops would have coped aboard a wartime destroyer on a winter Russian convoy. – T.Shaw (address supplied).

WHAT on earth was the RN think tank trying to prove with that display of aerobics?

Looking back at the history of Earls Court and the physical fitness displays that have been produced by the CPTIs of old, the likes of Waker Payne, Ron Eden, Buster Brown etc must have been squirming. – R.Thompson, Stubbington, Hants.

You had to be there – in fact the team had begun with a hornpipe, making the transition to the contemporary scene by dramatically whipping off 19th century costume to reveal brightly coloured leotards beneath.

And the subsequent routine was actually more dynamic and muscular than the one that preceded it, charming though that was. I thought it was great. – Ed.

Case of a missing crate

REFERENCE the photograph of an Auster landing on HMS Ocean (July issue), I remember one landing on the Assault Escort Carrier HMS Khedive in May 1945 when she was part of the 21st Carrier Squadron, East Indies Fleet.

When taking off again, the plane practically stood still as the ship passed under. – J.K.Collins, Small Heath, Birmingham.

YOUR picture of the Auster on HMS Ocean prompts me to send you this one of a Tiger Moth on the flight deck of the Escort Carrier HMS Pursuer at Port Swettenham in 1945.

With our Helicat Squadron 898 we had been all set to provide fighter cover for the Malayan landings (Operation Zipper) when happily the Japanese surrendered and although it went ahead in a modified form we lost our squadron and became a headquarters and communications ship.

The Tiger Moth was "found" and brought on board by our Lt Cdr (Flying), a well known FAA character "Scruffy" Bromwich.

It was still packed in the original crates in which it had been shipped out to the RAF before the Japanese occupation.

Over the next few weeks it was uncrated and assembled on the flight deck by my cabin mate, Lt Dickie Guillaume and members of his department. It had one successful flight, but the wooden prop was broken in an accident and the plane was stowed away in the hanger.

I left the ship before she returned to the UK, but I later heard that when she arrived in the Clyde a new propeller was fitted and the plane took off with 'F' at the controls and was never "officially" seen again.

So far as I know no questions seem to have been asked – presumably by that time the Tiger Moth did not officially exist! – E.V.B.Morton, Truro (seen here, right).





NAVY DAYS DONE THE DUTCH WAY

FOR THE past two years the Surface Warship Association has been invited to attend the Navy Days at Den Helder, Holland, where we display and run our model warships.

We have also attended this year's Navy Days at Portsmouth and, comparing the two events, which both ran for three days, throws up several points of interest.

First of all, the numbers attending – 100,000 at Den Helder, down from 175,000 the previous year owing to bad weather.

Portsmouth had some bad weather, too – but only managed to attract 24,000.

A factor that affects attendance at Den Helder is that it is free.. And you also get a free 12 page glossy brochure at the main gate, handed out by the Sea Cadets.

The attitude of the Dutch is, we pay for our armed forces with our taxes, so why should we pay again to see them?

There were 27 ships on show, 19 of them open to the public including four from other countries. One of them was HMS Sheffield. There were also two Dutch submarines, also open to the public. Compare this to the 11 ships at Portsmouth.

All the displays lasted a full 20 minutes each and were repeated in the afternoon. Those by the Marines were particularly good. The first was an attack on the beach, when landing craft and semi-inflatables came in with all guns firing, smoke grenades and thunder flashes flashed everywhere. All in all, very noisy and very spectacular.

Their other display involved about 10 small craft on the water – I don't recall seeing anything like it at Portsmouth.

Free rides

They were giving rides around the base in a tracked vehicle. This was mainly for the kids – they were just bundled in the back and off they went. All free. Rides around the harbour in a landing craft were free, too.

The Marines had set up a firing range for two mortars and a shoulder held anti-tank rocket launcher for anyone to have a go. The mortars had a special charge which threw the shell about 20 ft and the rocket launcher just went bang. The kids thoroughly enjoyed this – nothing like it at Portsmouth.

The Dutch Army were also there in force with several different tracked rocket launchers plus supporting radar units. There were troop carriers and self-propelled guns for everyone to climb in and explore.

For the warship modellers they had built a large pool, 75 by 45 ft, and put up a military tent to house all the 84 models – all free of charge. If some of these comparisons were taken on board we could make our show just as interesting, if not better. – T. Ansell, Poole.

CPO Tiffs' status 'enhanced in the longer term'

REGARDING your letter from the Royal Naval Engineers Benevolent Fund on the subject of Artificer status and the recommendations of the recent Rating Corps Study Group (July issue), as the officer responsible for taking the RNSG's work forward, I feel that some of the RNBEF's concerns need to be put in perspective.

Firstly, the proposal to set the base rate for artificer at PO is not, nor ever has been a device for saving money but is aimed at ensuring that military rank is used appropriately.

The proposal is in line with the Independent Review's concept of moving away from using rank as the only way of rewarding skill towards a system where skill and experience can be rewarded separately from those from those associated with higher rank.

The RNSG argued that by ensuring that all three qualities were recognised in this way, the status of the CPO Artificer would be enhanced in the longer term.

Secondly, the decision on whether to dispense with the Charge Chief rate has not been taken and will not be made until and unless there is clear evidence from job evaluation work that the rate is no longer required.

The RNSG's view was that over time, were the changes referred to above to take place, the enhanced status of the CPO Artificer may make the need to discriminate between CPO and CCPO unnecessary.

In conclusion, any inference that the RNSG sought to diminish the role and status of the Artificer is far from the truth. The Navy of the future will depend on the high skill levels of both Artificers and

Mechanics.

The study's objectives were aimed at ensuring that rank was used properly to distinguish between different levels of managerial responsibility rather than different levels of skill and, in so doing, to ensure that both could be properly recognised and adequately rewarded. – **Capt R.F. Cheadle**, Directorate of Naval Manning (Development).

Female firsts

I WAS amazed to read in the July edition that Cdr Maggie Robbins had become the Royal Navy's first female Executive Officer.

As Commanding Officer of the oldest commissioned warship in the world, I should tell you that her current Executive Officer/First Lieutenant, Lt Kerry Straughan, joined the ship on 4 April 1995.

I can assure *Navy News* that this officer is of a different gender than I. – **Lt Cdr M. Cheshire**, HMS Victory.

Sorry, that one slipped through the net. Cdr Robbins was merely the first female Executive Officer in HMS Excellent. – Ed.



● HMS Repulse (foreground) and HMS Valiant at the Dutch Navy Days at Den Helder – in model form as supplied by members of the Surface Warship Association.

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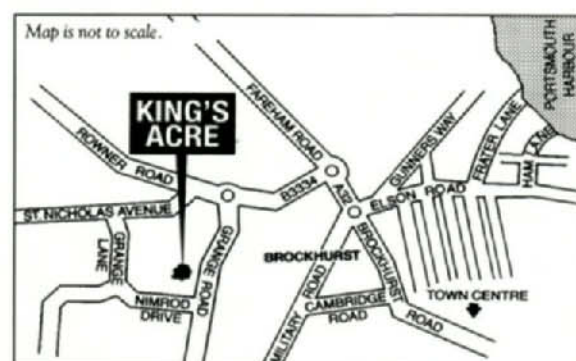
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Tree given to friends in Norway

A GESTURE of friendship from the people of Norway has been reciprocated with the help of HMS Westminster.

In 1946 Norway sent a Christmas tree to decorate bomb-damaged Trafalgar Square and has kept up the tradition ever since.

Fifty years on the Lord Mayor of Westminster enlisted the help of HMS Westminster by asking the ship to take an oak tree with them on a visit to Norway.

The ship's CO, Capt Andrew Cameron, presented the tree and helped to plant it near the 800-year-old Viking Akerhus Fortress in the centre of Oslo.

While in Oslo, Westminster hosted a very successful Defence Industry Day and a dinner for the Anglo Norse Society where the British Ambassador presented £13,000 to promote student exchanges.

Gyro mystery

Westminster returned from the trip with an RN gyro compass indicator trawled up by fishermen off Rost Island. The part, No. 267271, was still in its original packaging. It was delivered to the MOD in March 1989, so how did it end up in the North Sea? Write to the PRO, HMS Westminster, BFPO 426 if you know.

Dare-devil's stunt sets new record

THE ROYAL Marines have a long history of setting dare devil records but their latest feat involved not just one but three of their specialist commando skills - abseiling, parachuting and diving.

Marine Steve Anderson (28) set a new world record for his 'descendathon' which saw him abseil 200ft from HMS Argyl's Lynx helicopter straight into a freefall parachute jump.

Not content with that, he completed the stunt by diving 100ft under the sea.

Steve took just seven minutes to make the descent of over a mile from helicopter to sea floor off the coast of Grand Cayman.

The record was captured on camera by former Marine Alan Darvill and a film crew from Television's Record Breakers and the results will be broadcast later this month.

West Indies Guardship HMS Argyl also helped to ensure the pair's safety by sending her sea boat to keep the drop zone clear and to recover the divers.

The 'descendathon' will also appear in a new section of next year's Guinness Book of Records.

● **TROPHY:** Mne Anderson collects a prepositioned trophy at the end of his record breaking descent



● **SPLASHDOWN:** Mne Steve Anderson on his way into the record books

Joint warfare team is ready for action

THE JOINT Warfare section of the Maritime Warfare Centre at Southwick is up and running and has formally taken over from the JW staff at RM Poole.

The team, comprising two colonels, two wing commanders and a lieutenant colonel USMC exchange officer, are in charge of the joint warfare courses, the air/ground operations course and the amphibious warfare planning course. They also participate in the MWC(S) programme and assist the staff colleges.

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Budding artists on board

A DAY out in HMS Marlborough was the top prize in a junior art competition held while the ship was in Marlborough to celebrate being granted the freedom of the town.

The talented prize winners from Preshute School had a great day out, hosted by the ship's Executive Officer, Lt Cdr Ray Snook.

● HMS Marlborough's CO, Capt John Rodley, flew straight from the ship to Eastbourne Combined Cadet College after a rough crossing of the Atlantic.

Glad to be back on terra firma again, the Captain inspected the full range of college activities and set off a grand fireworks display to mark the CCF's centenary.



● Young artists from Preshute School with souvenirs from their visit to HMS Marlborough. Picture: LA(PHOT) Penny Taylor, FOSF Photographic.

Trenchant in pole position

HMS TRENCHANT was put through her paces by a rather unconventional planesman in the shape of racing driver Mikka Salo.

The Yamaha Tyrell Formula One driver was a guest of former FOSM Rear Admiral Roger Lane-Knott during Trenchant's VIP Sea Days.

He looked completely at home in the driving seat of a nuclear submarine and had no trouble adapting to a new set of hi-tech gauges and dials, although his depth keeping left a little to be desired!

The visit came at the end of the week-long Sea Days. The submarine received 119 visitors, including FOSM Rear Admiral James Perowne, Trenchant's wartime commander Vice Admiral Sir Arthur Hezlett, a host of top civil servants and 40 cadets from Britannia Royal Naval College.



● PO(SA) Kev Wheatley keeps a careful eye on Salo as he practices planing in wet conditions

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Our eyes in the Gulf...

WOULD-BE sanction busters in the Gulf of Arabia have been given more than a little pause for thought by HMS York over the last four months.

The frigate has kept a constant watch on shipping off the coast of Iraq and has boarded every kind of vessel from tankers to tugs and cargo dhows.

The ship's helicopter has played an essential part in the operation, searching for con-

tacts at dawn and dusk while York plots their movements until they leave territorial waters.

When the vessels emerge, usually at night, they are shadowed by the ship and closed for querying on VHF.

York's two boarding parties feature a wide range of personnel who are often required to be self sufficient as they remain in suspect ships while the destroyer continues searching. This can also make scaling the vessel's main mast necessary to stay in radio contact with "mother."

Rats

Another key requirement for boarding party members has been the ability to withstand rats and cockroaches! Conditions in the suspect vessels are often very unpleasant, especially in the prevailing high temperatures.

Communication has often proved to be possible only through a mixture of English, Arabic, sign language and a mastery of the game Pictionary.



Above: a dhow's galley, complete with cockroach! Top: HMS York on Armilla patrol in the Gulf of Arabia

On one occasion a dhow loaded with tyres, computer printers and camera film was believed to be on route to Iraq but the master was adamant that Kuwait her destination.

When told he would be escorted there by a warship he suddenly decided that he wanted to return to Dubai and was last seen heading quickly South!

Each boarding is unique and the teams have to be highly flexible. At times it is hazardous and frustrating, but always challenging. One of the ship's boarding codewords sums it up best: "Yorkie 4G" - "This one's complicated, stand by!"



A dhow's crew relax while at anchor in a holding area

Westminster excels at damage limitation

HMS WESTMINSTER'S outstanding performance in fire fighting and damage control exercises has been recognised with the award of the Chubb Fire Trophy.

The ship was voted to have maintained the highest standards of any frigate or destroyer, during sea training and throughout her recent deployment to the Falklands.

The ship was presented with the award by Chubb Fire's Managing Director Reg Key at a ceremony in Portsmouth.

He said: "We are proud of our long association with the Royal Navy and are pleased to mark it with this trophy. The aim is to further improve a crew's capability in fire fighting and damage control through competition."

Right: Westminster's CO, Capt Andrew Cameron, and Chubb Fire MD Reg Key with CPO Neville and a team from the standing sea emergency party.



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Helping Hands

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SAILORS in the ice patrol ship HMS Endurance lived up to the ship's name by staging a 60-hour non-stop row and run during her last deployment.

The sailors and Royal Marines covered more than 1800km in the event and raised £1,000 for Portsmouth's Sarah Duffen Centre for children with Down's Syndrome.

Capt Barry Bryant led a small delegation to the school to present the money and meet parents and children.

● Left: Lt Selina Lamb reads with youngsters at the Sarah Duffen Centre in Portsmouth. Picture: Steve Wood

Royal Marines outnumbered by eight to one

TEN Royal Marines from the British Garrison in Hong Kong hosted a charity sports day for 80 youngsters in Kowloon Park and raised more than £2,000 for the Save The Children Fund.

The men made a dramatic entry to the park by fast roping from a Wessex helicopter of 28 (AC) Squadron to take charge of the crowd of schoolchildren, who outnumbered them by eight to one.

While the nine to 11-year-olds competed for top honours in a variety of sports organised by PO Carole Strong, the public were invited to take part in golf, paintballing and 'beat the goalkeeper'.

The event kicked off with a display by the Band of the Royal Logistic Corps and there was a brisk trade in raffle tickets as locals vied to win a white-knuckle ride in a RN fast pursuit craft.

Royal Marines Cpl Nigel Owst said: "Local support was overwhelming and the kids really enjoyed themselves. At the end of the day they each went away with a

T-shirt, a toy lion, a rugby ball and a back-pack.

"We wanted to do something special as we were coming to the end of our tour. As the money being raised was for Save the Children, what better way to go about it than to involve lots of kids!"

The charity challenge raised a grand total of HK\$25,120 and a cheque was presented to Irene Lo of the Hong Kong branch of Save The Children.

The Marines, who are based at 42 Cdo, Bickleigh Barracks, Plymouth, are now back in the UK after their four-month tour.

BREAD, soup and watered down wine was served to paying guests at RNAS Culdrose at a 'famine lunch' which raised £2,000 for cancer relief.

Culdrose's CO, Commodore Simon Thornehill, presented the money to the High Sheriff of Cornwall, Mrs Jill Morison.

The Commodore's wife Penny said: "We were overwhelmed by the generosity of the people who attended this frugal lunch, and we are delighted to pass on the money to such a worthwhile service."

The Chief Petty Officers Mess in HMS Brilliant raised £1,000 for the White Horse Ward at Derriford Hospital, Plymouth, on their last Gulf deployment.

The ward is undergoing major alterations and the money is needed to help replace specialist equipment.

Four ships from the 3rd Destroyer Squadron held a summer ball in Portsmouth Dockyard and raised almost £700 for seamen's charities.



● Invincible's CO, Capt Ian Forbes, flags away the riders at the start of their round trip to Durham. Picture: LA(PHOT) Dave Coombs

Over 100 couples from HM ships Birmingham, Edinburgh, Glasgow and Liverpool attended the ball which took place while HMS York and Nottingham were on deployment.

The money will go to the KGFS, The Missions to Seamen and the RNLI.

Petty Officers from HMS Illustrious organised a series of fund raising stunts to raise £1226 for Portsmouth Guide Dogs for the Blind.

A race night and a charity auction of the CO's cummerbund and mess fines accounted for most of the money.

Twenty Naval Officers from HMS Collingwood paddled their way to victory in a dragon boat race in aid of Help The Aged.

The fun event was held at Mayflower Park, Southampton, and the Collingwood crew raised £475 in the process.

Navy weather forecasters from Portland joined 50,000 swimmers nationwide who took part in the nationwide Sharon Davies Swim Challenge to raise cash for the Arthritis and Rheumatism Council.

The 11-strong team swam more than 11 miles in the pool at Portland and collected over £300.

HMS Sultan ladies recruited Gladiator TV show stars Rhino and Vogue for a charity team challenge in Portsmouth's Mountbatten Centre.

The team, led by Mandy Chalkley, managed second place and raised £500 for the Solent MS Therapy Centre.

HMS Hecla's ship's company completed an incredible 9094-mile sponsored exercise bike cycle on their way back from exercise Purple Star in the USA.

The event was organised by AB Scott Holden and LPTI Andrew Ralston and raised £350 for LS Tug Wilson who was paralysed in a fall while taking part in a mast manning display.

Durham, the hard way

VOLUNTEERS from HMS Invincible attempted to cycle more than 1,000 miles from Portsmouth to the ship's affiliated city of Durham and back again.

Despite being forced to complete the final leg of their journey by car, S/Lt Clive Clifford, LWE Curly Watts and Chief PTI Brian Richardson still raised raised £1,000.

The money will be divided equally between Invincible's adopted charity, East Shore School in Portsmouth and the Lord Mayor of Durham's official charity.

Eleven volunteers from Oxford University Royal Naval Unit, led by their CO, Lt Cdr Mike Greaves, raised more than £300 for KGFS with a sponsored parachute jump at the Joint Services Parachute Centre at Netheravon, near Salisbury.

Wives of Servicemen based at CinC Fleet HQ at Northwood held a raffle to raise money for Mount Vernon Hospital for cancer patients.

The top prize of a holiday in Malta was won by CPO Reg Chapman who plans to use the trip as his honeymoon.

Climbers from HMS Monmouth conquered the highest mountains in England, Scotland and Wales in under 24 hours to raise £600 the St Briavels Centre for disabled children.

WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.



Royal Alfred
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We rely heavily upon donations and legacies to achieve our charitable objects. Please help us now with your gift, and remember the Society in your Will.

Dulverton does it again

EVERY member of HMS Dulverton's company was needed for a bid to row the ship's exercise machine for 1,000,000 metres non-stop.

But after three days of continuous effort they completed the mammoth task, the equivalent of rowing from Portsmouth to Inverness.

It is believed to be only the second time that the feat has been achieved and is a first for a small ship - and Dulverton has only 36 in her compliment.

Cheered on

The one million metre target was finally reached by Dulverton's oldest sailor, CMEA John Cook (46), who was cheered on by the rest of the ship's company. The event raised £1,000 for the Dulverton Children's Hospice South West appeal.

Disabled join RN for day's sailing



A DOZEN disabled visitors to HMS Excellent discovered the joys of sailing with the help of staff and volunteers at Portsmouth Sailing Centre.

The day out, arranged by ex-RN Sailing Coach and CCF S/Lt Rita Brazier, gave the group the confidence and skill to helm the Centre's Bosun dinghies and a special Challenger trimaran, owned by the spinal injuries charity Inspire.

The sailing centre is hoping to take delivery of a two-seater Challenger of its own soon. Watch this space...

● Left: disabled sailor Ross Morrison helms the Challenger trimaran 'Inspire' at Portsmouth Sailing Centre, with Senior Instructor Ken Richard close behind.

YOUR CHANCE TO USE THE MOST POWERFUL WEAPON KNOWN TO MAN. YOUR VOTE.

If you want to vote, your name must be on the electoral register.

As a serving Regular member of HM Forces, you only need to register once as a service voter, and your vote is assured for the rest of your service career, wherever you're posted.

Registration forms are available from the admin office of your unit or ship.

Send the completed form to the appropriate

electoral registration officer (the form tells you how). You will then be able to vote at all Parliamentary, European Parliamentary and local government elections.

Wives and husbands of Regular members of HM Forces can also register as service voters or, if they prefer, register each year as civilian voters (so long as they are living in the UK).

Don't Lose Your Right To Vote.

NO VOTE  NO VOICE.



People in the News



The LPTIs who saved a sailboarder – from left, Dean Steer, Carl Pattinson and John Webb.

Bravery awards for rescuers of man and boy

FOUR SAILORS who between them saved a man and a boy from drowning in separate incidents, have been commended for their bravery.

Commendations of the Flag Officer Training and Recruiting have been presented by FOTR, Rear Admiral John McAnally, to LPTIs Dean Steer, Carl Pattinson and John Webb of HMS Sultan.

They were on a lunch-time training run at Stokes Bay, Gosport last April when their attention was drawn by a passer-by to a sailboarder face down in the water 50m offshore.

Their commendations state that "having no regard for their own safety and despite the bitterly cold wind which was later recorded with gusts of up to 25 knots, Pattinson and Webb dived into the sea and swam to the sailboarder."

Heavy swell

The two were wearing only shorts and vests. They had to swim against a heavy swell and strong tide, and in a sea temperature of 4C. Nevertheless, they covered the distance in ten minutes and towed the sailboarder, Mr John Anderson, back to shore where all three resuscitated him.

By the time the emergency ser-



LS(D) Andrew Main – jumped from jetty to rescue a boy.

vices arrived they had managed to stimulate the heart sufficiently for a weak pulse to be felt. Mr Anderson recovered in hospital.

In the other incident, LS(D) Andrew Main jumped into the water between his ship, HMS Ledbury, and the jetty, to save a boy who had fallen from the gangway.

The mincher was visiting Glasgow last January and was open

to visitors. By chance, Andrew was returning from leave and saw the boy fall. Without regard for his own safety, he jumped in and held the child above water until the duty party were able to lower a hose.

Andrew tied the improvised lifeline around the boy and he was hauled up uninjured. LS Main received the Commendation of the Flag Officer Surface Flotilla from Commodore Minewarfare, Commodore Christopher Ellison.

Volcano courage

• Twelve members of HMS Southampton's ship's company have been presented with C-in-C Fleet Commendations for their part in relief operations a year ago on the island of Montserrat, threatened by volcanic eruption, and the hurricane-hit island of Anguilla.

The 12 are Lt Cdr Guy Haywood, Lt Richard Anderson, Surgeon Lt Rory Rickard, S/Lt Rob Fulford, CPOAEA Peter Matthews, CPOMEA Mark Wheatland, POMEAs Bob Smith, Sid Sheldon, Mark Richardson and Duane Farmer, POSTD George Foreman and LSEA Jess Owens.

The commendations paid tribute to their resourcefulness, skill and courage in providing assistance under difficult conditions and in the finest traditions of the Service.

Submariner's sunny voyage



SUBMARINER Lt Tim Green donned his whites and for two weeks left his job in HMS Triumph for a two-week voyage in the sun in the luxury liner ss Canberra.

On his Merchant Navy liaison period with P&O, organised through the Maritime Trade Section at HMS Dryad, he sailed in the Canberra from Southampton to Madeira, Tenerife, Lanzarote, Agadir, Gibraltar, Praia da Rocha and Lisbon.

His time on board was spent understudying the ship's officers in different departments to gain an insight into the modern Merchant Marine.



Navy whiz nets top IT award

A NAVAL officer serving in HMS Sultan has won a top award for computer systems management. Lt Mark Evans of HMS Sultan became the first serving military person to receive the UK industry award of Network Professional of the Year, presented at the Metropole Hotel in Birmingham.

Mark is pictured at his "network" with colleagues Lt Jon Bonnet and Mandy Chalkey, being given a little guidance by the Commodore of Sultan, Commodore Malcolm Shirley.

Mark was nominated for the award as a result of his responsibility for the overall network architecture and installation which radically changed Sultan's information technology infrastructure to make it the most modern IT installation in the new Naval Training and Recruiting Agency.

Although Mark is the first member of the Armed Forces to take the prize, it is the second year running that it has been awarded to someone with a Naval connection. Last year's winner was former POMEM(L) Paul Keenan, who won the title for devising a systems strategy for his employers, Hampshire Cosmetics.

Promoted – by the CDS!

WHEN promotion came the way of LWWT Linzi Gannon, she found that she was being advanced to PO by the highest ranking serving officer in the land – Chief of the Defence Staff, Field Marshal Sir Peter Inge.

Field Marshal Inge held his very own "Requestmen" for Linzi, who has been on the CDS staff in Whitehall for almost three years.

Unaccustomed to such matters naval, Sir Peter was briefed by his Deputy Principal Staff Officer, Capt Mark Stanhope on procedure.

And by way of added support, the ceremony took place under the eyes of a wartime First Lord of the Admiralty, Admiral of the Fleet Viscount Cunningham, whose painting hangs in the room chosen for the event.

Brother and sister ship



A JOINT Maritime Course brought together brother and sister Ivan and Emma Finn in the aircraft carrier HMS Invincible.

Mid Emma Finn, a supply officer, was on board for eight months' Fleet training, while Lt Ivan Finn is Assistant Air Engineering Officer with 800 Naval Air Squadron, detached to the ship from RN air station Yeovilton.

Their family connections with the Navy do not end there – their father, Timothy, spent 12 years in the Service as an aircraft fitter, and their brother, Stuart, has passed the Admiralty Interview Board and hopes to become a Seaman officer after leaving university.

IN MEMORY



In reflective mood at the Falklands War memorial at San Carlos, Royal Marines Cpl Darren Hutchinson recalls the first time he served there – as a member of 40 Commando in 1982. During his present tour of duty in the Falklands, he took the opportunity to visit San Carlos, where 14 years before he was one of the first ashore from HMS Fearless.

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People in the News

WHAT A LOTT THEY'VE GOT

THREE ratings – two from HMS Excellent and one from HMS Dryad – have received Herbert Lott Awards for exceptional service.

LWETS Louise Moss, now also based at Excellent with her father, WO Nigel Pugh, received her award for her administration of the redundancy programme for medical personnel at the former RN Hospital, Haslar.

In the nine months up to last March, Louise's administrative duties rose five-fold. She nevertheless undertook them "in exemplary fashion, displaying commendable determination and enthusiasm."

Driving force

She is now a supervisor in the Training Resource Centre and is part of a team that provides the latest in visual aids in the Firefighting, Damage Repair and Leadership schools. Her father is a member of a team writing operational support software for computer systems in the sea-going Fleet. He retires next year after 34 years service.

CPOMA Rikki Chamberlain was the driving force behind the transfer of the First Aid Training Unit from Rosyth to Phoenix, HMS Excellent. The switch was made with the minimum of fuss and to schedule thanks to his "sound managerial skills, abundant energy and enthusiasm."

In addition he has produced a



Herbert Lott prizewinners – LWETS Louise Moss with dad Nigel and (right) Chief Rikki Chamberlain.

significant improvement in the theoretical and practical aspects of first-aid training at Phoenix.

The Dryad rating, **PO Phil Carroll RNR**, won his award for writing a complete training package for the RNR covering Seaman level to PO. Phil is currently on 18 months' recall at the Training Design Section, HMS Dryad.



Rock-like support

POMEM(L) Kevin Bradshaw shows off his special NATO award for excellence after being presented with it by Cdr Paul Robinson, Staff Officer (Operations) at HQ British Forces Gibraltar.

The Allied Forces Southern Europe award was in recognition of Kevin's duties at F19 Gibraltar – the Satellite Ground Terminal.

His tasks include the maintenance of electrical generation and distribution – and in his spare time he trains the junior football team.



Wrens' group jubilee

FORMER WRENS from as far away as New Zealand, Canada and Honolulu gathered for the 50th anniversary of Plymouth branch of the Association of Wrens.

The meeting brought together mother and daughter, Susan Holmes and Wendy Seager, pictured here at HMS Drake, where Wendy is serving as a Leading Wren Writer.

Susan, a former LWREN WTR herself, served in the Sixties, mainly in the Portsmouth area. She is now treasurer of Rhyd branch of the Association. Wendy's father is ex-RN, and her brother is serving in HMS Sheffield as a PO.



DESIGN A LOGO AND WIN £100

This is the formal badge of the Royal Naval Benevolent Trust.

We **ALSO** want a simple logo which will catch the eye and become instantly recognised as meaning the RNBT.

CAN YOU DESIGN WHAT WE WANT?

A prize of £100 awaits the winning entry with two prizes of £25 for the runners up. These prizes have been sponsored by supporters of the RNBT.



The logo must look good on items as varied as letterheads, stickers, collecting tins, T shirts and balloons.

The competition is open to anyone who is serving or has served in the Royal Navy or Royal Marines and to members of their families.

Entries should be sent on A4 paper, with full details of the entrant's name and address, to the address below. The closing date is 30 November 1996.

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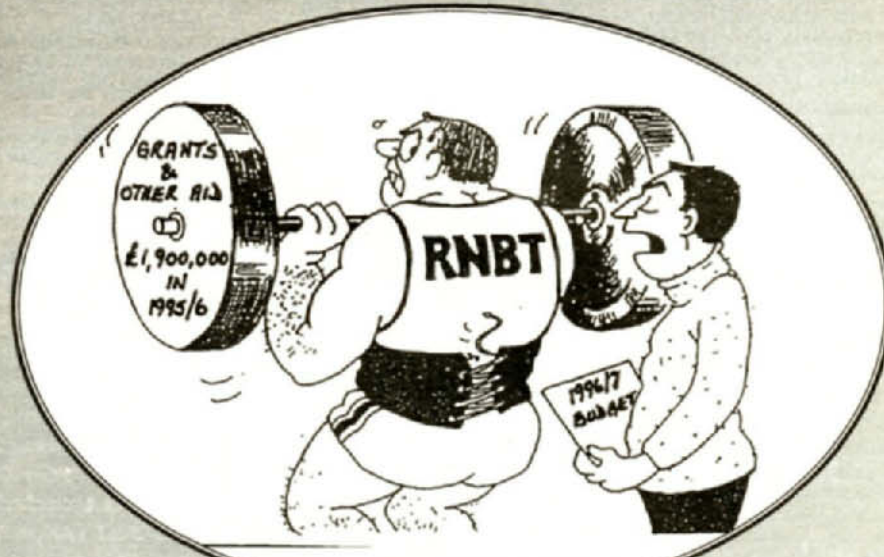
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Sea dogs have a nose for trouble

FOUR trainee Army explosives search dogs were put through their paces on board HMS Arun as part of their specialist training.

The dogs, who will soon be permanently deployed with the Northern Ireland Squadron, spent a week in the ship with their two Army handlers.

The dogs were selected for their tolerance of life at sea and their outstanding abilities to search for terrorist materials during boarding operations.

Although they brought their own accommodation, HMS Arun is (probably!) the only ship in the Fleet to have a purpose-built kennel on deck.

HMS Arun's Commanding Officer, Lt Andy Hancock, said:

"The dogs are an invaluable asset to our operations and they are also good for morale on board."

HMS Arun has recently returned to the Northern Ireland Squadron from fishery protection duties.

Right: Trainee explosives search dogs Benson and Jess take a rest in HMS Arun's boat with their handlers, Cpl Strange and Cpl Vedere.



The new Hydrographic School Survey Motor Boat Pat Barton underway.

Picture: HMS Drake Photographic

Devonport integration goes one step further

DEVONPORT'S continued development as an integrated naval base has passed another milestone with the merger of Director Supply (West) and his team with that of Devonport Naval Base.

The new organisation known as Director Logistics (DLogs) brings an extra dimension to the logistics support Devonport supplies to the Fleet.

DLogs heads a team which can supply anything a ship or submarine might require in the way of stores, fuel, ammunition, and some victualling requirements, and similar support is also given to DML and to shore establishments in the western area.

The merger results from the saving measures after "Options for Change" and "Front Line First" which left DS(W)'s organisation almost entirely concerned with supporting the Fleet on Devonport waterfront.

The new Director of Logistics is the Naval Base Management Board Director responsible for logistics and his team is divided into three main sections, Armaments division, Naval Stores division and the Base Supply division.

Liaison teams set up

The Armament stores remain concentrated around the Royal Naval Armaments Depot at Ernesettle while a new Waterfront Customer Liaison Team and Waterfront Supply Team have been set up to draw on the particular strengths of both the uniformed and civilian workforce.

Information Technology staffs at Devonport Naval Base were combined last April and a single training department was created in June.

Captain's name will live on

THE ROYAL Naval Hydrographic School has replaced its ageing fleet of survey motor boats with four new purpose-built vessels.

The boats have all been named after hydrographers who were highly regarded in their day, and one of the latest honours Captain Pat Barton, who died after a car crash in 1992.

Captain Barton was extremely popular and was widely respected as a hydrographic surveyor.

His widow, Mrs Clare Barton, officially named the boat at a ceremony attended by Captain Barton's mother and two daughters as well as many Hydrographic School staff.

The SMB Pat Barton goes into service alongside SMBs Cook, Owen and Nesbitt.

The vessels are all designed to run at a minimum of 12 knots even when fully loaded and can maintain a steady and continuous three knots when conducting surveys.

They can carry nine personnel and are fitted to take the Royal Navy's latest digital survey systems.

The boats' comprehensive range of equipment includes a global positioning system for navigation, digital gyro, autopilot, high frequency and very high frequency radio and a Navtex receiver.

Calling old auxiliaries

AN EXHIBITION illustrating the history of the Royal Naval Auxiliary Service is due to open in the Historic Dockyard at Chatham next Spring.

Organisers hope to include everything from the days of the Royal Naval Minewatching Service and the Admiralty Ferry Crew Association right up to the RNXS disbandment in 1994.

Items wanted

If you have anything of interest to loan or present to the museum, the dockyard's volunteer service would like to hear from you.

Donors should write to The Chairman, Dockyard Volunteer Service, The Historic Dockyard, Chatham, Kent ME4 4TE with a brief description of their offerings.

Atlantic anomaly studied

RESEARCH conducted with the help of survey ship HMS Hecla has been going down a STORM in scientific circles.

The ship has helping to study the sub tropical oceanographic ring of magnitude (STORM), a giant eddy in the Atlantic produced by the Azores current.

Lying 800km south west of the islands and measuring some 400km across, the STORM creates a fascinating oceanographic anomaly with huge volumes of water circulating anti-clockwise.

The research was conducted with drogue buoys on the way back from exercise Purple Star in the USA, with Mr Colin Griffiths and Dr Robin Pingree from Plymouth Marine Laboratory, West Hoe, who joined the ship in Virginia.



Lt Cdr Richard Labone and Dr Robin Pingree observe as CPO Palmer deploys a drogue to study the STORM. Picture: AB(SR) S Holden

CCF needs active chiefs

DO YOU sail, canoe, dive, shoot, parachute, windsurf, outdoor bound and enjoy the company of young people?

If your activities cover the above activities, among others, and you are due shore time, the Combined Cadet Force (RN) Headquarters (Staff of 2SL/CNH) would like to hear from you.

Twelve active service Chief Petty Officers of any specialisation are employed to work from home to liaise with 130 schools with CCF (RN) sections.

Qualifications

Outdoor qualifications, though not essential, are always helpful.

If you can help, contact the CCF (RN) Training Chief Petty Officer CPO (Ops) (M) at Portsmouth on Victory Building 27708.



Members of the Combined Cadet Force (RN) with their instructor

Climbers celebrate peak performances

NAVY climbers from two separate expeditions are celebrating their successes this summer.

Surgeon Commander Andy Hughes and Flt Lt Steve Hunt joined Sgt Dan Carroll and Cpl John Doyle in the joint services expedition to become the first all-British team to conquer the 26,470ft Gasherbrum, or 'Hidden Mountain' peak in Pakistan.

The expedition's Junior team, which included Lt Ben MacInnes and Mne Paul Hooper, achieved their aim by climbing a 19,000 peak which they named Brakk Jangjumba after their guide.

Medical projects during the expedition were tackled by Carol Windle from the Institute of Naval Medicine assisted by mountaineer and doctor Surgeon Lt Deborah Kerr.

● Lt Cdr Paul Gorsuch joined other members of the Armed Forces Pay and Review Body on a strenuous two-day visit to the Royal Marines Brigade Patrol Troop in the Alps. The AFPRB will soon be examining Mountain Leader pay and were keen to see them in their natural environment.

PERISCOPE VIEW: THE ROYAL NAVY AND THE SPANISH CIVIL WAR

'Franco's lot were the worst ...'

FOR almost the entire period of Wanklyn's tour of duty in HMS Shark the Spanish Civil War was the major foreign policy problem for the European Powers.

When he joined the boat in October 1936, four months after hostilities began, the Insurgent Navy was in control of the Mediterranean coasts near Gibraltar and the northern coast of Spain and its destroyers were intercepting Soviet freighters as they approached Valencia.

Britain had adopted a policy of non-intervention. This was the era of Appeasement and the politicians were interested primarily in containing the struggle, in keeping it apart from the wider implications of the continental power game – and above all in pursuing a workable agreement with Hitler, which became, after May 1937 when Baldwin was succeeded as Prime Minister by Neville Chamberlain, a preoccupation which dictated almost every aspect of the Spanish issue.

The Admiralty had other interests. First Sea Lord Admiral Sir Ernle Chatfield was determined to rebuild the Royal Navy following the reductions that had come with the end of World War I and he saw in the Spanish Civil War an opportunity to justify a policy of expansion.

In fact, while ships of the Royal Navy were busy throughout the war in evacuating refugees and patrolling the coasts, the Government was criticised for its unwillingness to let them have their head in carrying out their traditional role as a protector of the country's merchant fleet.

At the outset neither the Republican nor the Nationalist navies (the latter then practically non-existent) posed much of a threat to British interests. But when Hitler and Mussolini stepped up their backing for Franco the situation changed dramatically.

In November 1936 Italy sent submarines and warships to intercept Russian supply ships and Foreign Secretary Anthony Eden worried about the extent of their involvement.

By the following August the sea campaign mounted by the Nationalists was intensified. Eden's opposite number in Italy, Count Ciano, sent four more submarines to operate under the rebel command, with instructions to raise a Spanish flag if they had to surface. (Italy boasted the world's largest submarine force at this time, 83 units to France's 76 and Britain's 57).

In the last three weeks of that month there were no less than 26 attacks on shipping. Of seven casualties flying the British flag, five were known to have fallen victim to Italian, officially 'unknown' submarines and when on 31 August the destroyer HMS Havock was attacked British public opinion was outraged.

It was obvious that such a wide-ranging scale of operations, stretching beyond the South East coast of Spain to the African coast, the central Mediterranean and even as far to the east as the Dardanelles, could hardly be the work even of the combined numbers of Republican and Nationalist submarines alone.

International peace was threatened and even the appeasers in Chamberlain's Cabinet could no longer afford to stand back. Mussolini had gone too far – the Duce's 'Mare Nostrum' was fast becoming a reality.

A conference was hastily convened at Nyon, a small town on Lake Geneva in Switzerland, to explore the problem of these acts of 'piracy'. Under threat of recriminations from Russia, Germany and Italy declined to attend and suggested the matter be discussed by the international Non-Intervention Committee. But the Chamberlain administration was for once insistent. Britain and France were joined at Nyon on 10 September by Albania, Yugoslavia, Greece, Turkey, Egypt, Bulgaria and Romania and in four days – to the fury of Mussolini – they agreed a system of patrols.

The burden fell on the principals, Britain and France, to watch over the Mediterranean by dividing it into six zones covering the main shipping routes. Any unidentified submarine would be sunk on sight.

The Tyrrhenian Sea was later reserved for the Italians – a move that amused Ciano, who observed cynically that the Italians were now 'policemen of the Mediterranean' while the Russians, whose ships they were sinking, were left out of

the scheme.

He agreed to supply Franco with two more submarines while Mussolini assured Hitler that, the Nyon protocols notwithstanding, he would continue his attacks.

Italy's parallel adventure in Abyssinia had meanwhile brought about the removal of the bulk of the Royal Navy's Mediterranean Fleet to Alexandria and the only units left in Malta were a few destroyers and submarines. In the last months of 1937 HMS Shark, together with Snapper and Sealion, repaired to Gibraltar – to help the local destroyer flotilla with anti-submarine exercises, the crew was told – and was duly emblazoned with the Nyon recognition mark, a red, white and blue tricolour.

Cdr James Sladen, who later had a distinguished wartime career in HMS Trident, was in command. Other notables in the wardroom

'Suddenly a German U-boat surfaced about a mile away ... We just sat there, silently looking at each other ...'

included Lt Pat Griffiths (he was shot in the back when the Royal Navy took over the monster French submarine cruiser Surcouf at Plymouth in 1940) and a Lt Hopkins who had lost a finger and "enjoyed the revolting trick of shoving the stump up his nose" as the boat's fourth hand, Lt Pat Norman, would remember.

He also recalled that Wanklyn's quiet ways set him apart from the general stamp of wardroom society.

"He wasn't a rip-roarer – not the rather devil-may-care type which was so often the sort you encountered in submarines in those days.

"The sailors took a while to get used to him. He was a very strict disciplinarian – what he said, went – and he never set out to be popular with anybody.

Sixty years ago this summer civil war – as savage and bloody as the recent conflicts in Bosnia and Burundi – broke out in Spain. British involvement is today mostly recalled in terms of the several thousand young people who joined the International Brigades in the first fight against fascism. But the Royal Navy took a close interest, too – notably in countering the depredations of Italian and German, officially 'unknown' submarines.

First Lieutenant of HMS Shark, one of the RN submarines employed on the Nyon Patrols, was Lt David Wanklyn – later to emerge as the Navy's top submarine ace.

Jim Allaway charts the course of what has been described as 'the first and last real attempt to take swift and aggressive action against illegal and bullying tactics of either Italy or Germany until World War II'.



● Wanklyn on the bridge of HMS Shark during the Nyon Patrols off Gibraltar in 1938.

"But for all that he was utterly straight with the Ship's Company. In dealing with defaulters and so on he was eminently fair and they all came to love him for it."

By his mid twenties Wanklyn had grown to an imposing 6ft 2ins – very spare and gaunt, he seemed taller still. His nose, broken in a riding accident, was prominent and slightly crooked, hooked above a strong square jaw.

In contrast, the ears were small, pinched at the tips beside straight, heavy brows that fell close over wide-spaced, dark eyes that gave him otherwise craggy severe features a curious, dreamy sensitivity – and coloured a quiet, sardonic smile.

The life he shared with the 38

him tear through the boat like some of them did when something went wrong somewhere – never saw him rushing, never heard him swear.

"You never heard him tick anyone off – he'd tell somebody something and his manner of telling it was sufficient. He never raised his voice or lost his temper. 'The gentle giant' some people called him. We never had any trouble makers in Shark ..."

Curtis, having come to the boat after two years in the Fleet submarine HMS Thames, found Shark particularly cramped. It was, he told his mates, "like moving from the Queen Mary to a tramp steamer."

But when they managed a few days ashore in Gibraltar the crew found the life there pleasant enough. They were considered honorary members of the Sergeants and WOs mess in the barracks and most of them found their entertainment inside camp.

"We didn't go to the bars much, though one or two of the places in Main Street were pretty good – Ivy Benson's all-girl band used to play in one of them."

Curtis always had the nagging feeling that they were "fiddling while Rome burned", for the signs of the Spanish tragedy were "right there at your elbow".

"We met quite a few refugees who had fled from Franco. They knew what the score would be if they returned and they were staying put. Some of them were still there when I returned to Gib during the war."

Norman was also struck by the weird situation of a peacetime community surrounded by bloodshed.

"There was fighting at one time just across the frontier. It was an extraordinary set up because the dockyard workmen still came over the border. They were mostly Spaniards, working in the Gibraltar docks, and it was closed to everybody except them."

Through it all the refugee ships – including on more than one occasion the submarine depot ship Cyclops – plied their dismal trade. By July 1937, the British had evacuated nearly 28,000 of all nationalities, including several thousand children from Bilbao, under the covering guns of HMS Royal Oak. "This was the Navy's chief and happiest work," according to Chatfield.

But from Shark, alongside in Gibraltar Bay, Wanklyn could hear the sound of the bombs and saw the smoke rising to the north of Algeiras as the German and Italian pilots put in practice for the wider conflict to come.

Closer still, he was sickened by the sight and sound of the daily executions of prisoners by Franco's firing squads.

His sister Joan noted his revulsion: "I once asked him who were

the worst offenders, the insurgents or the Government forces. He said both committed atrocities, but marginally he thought Franco's lot were the worst."

Shark never became personally involved in any action – though Curtis remembered one incident early in 1938 that put her role in the Nyon patrols sharply into perspective. It happened shortly after their customarily clandestine early morning departure.

"We had to slip at 4a.m., which wasn't too clever after a good run ashore. It was left to me to take her out, though the Captain would watch the speed. I'd have to miss one buoy that wasn't lit at all and then steer direct for the light on the end of the detached mole and wait until the light on the South Mole was abeam – and then turn hard to port to get out of the harbour."

"It was quite a tricky business. And then we started to get hydrophone effects where there shouldn't have been any. Our escorting destroyers told us to stay on the surface while they moved away from us a bit."

The orders remained the same – all unidentified submarines were to be sunk on sight.

"Suddenly a German U-boat surfaced about a mile away. It was known they were operating around the area and if they sank any ships we'd be blamed for it."

"Nothing passed between us – no exchange of courtesies, not a word. We just sat there, silently looking at each other and after a while we carried on ..."

Eden had been confident that the cover provided by the Nyon agreement would prove successful – so confident indeed that he told reporters he would eat his famous hat if there were any further attacks.

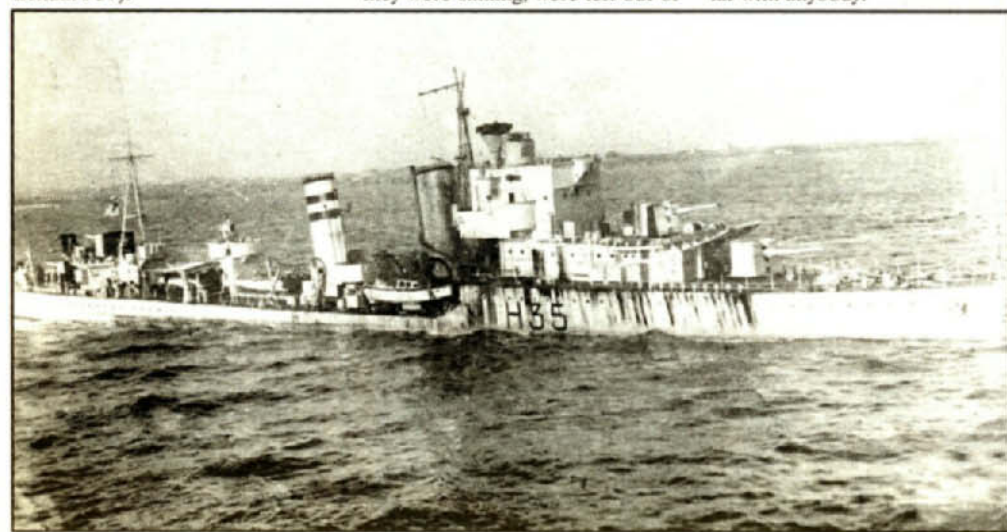
For three months his optimism appeared to be justified – and then, on 31 January, the SS Endymion was sunk. Other sinkings followed and the patrols were intensified.

Meanwhile Chamberlain anxiously pursued a naval agreement with Italy. This was eventually signed on 16 April – but by then it was becoming obvious that the Nationalists were going to win the war.

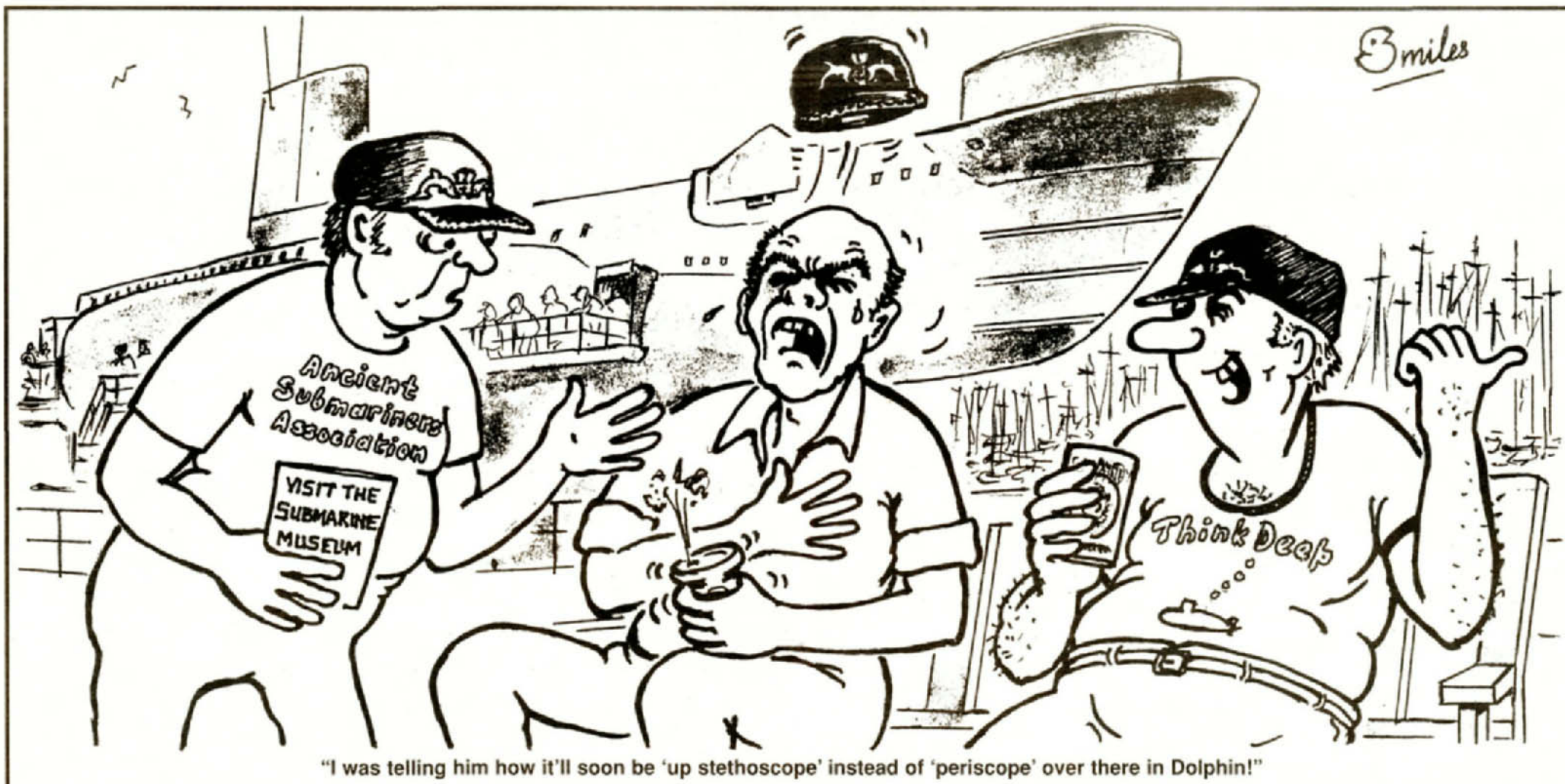
In the next two and a half months 22 British ships were bombed – 11 of them sunk or disabled – by Franco and his supporters: the politics of appeasement only invited contempt.

And so in the final analysis the Nyon patrols were a failure – though they were later seen to mark "the first and last real attempt to take swift and aggressive action against illegal and bullying tactics of either Italy or Germany until World War II."

● From *Hero of the Upholder* by Jim Allaway, Airline £16.95.



● HMS Hunter after hitting a mine off Gibraltar in 1937. In April 1940 she was lost in collision with HMS Hotspur at Narvik.



NEWSVIEW

Russia bears up the party spirit

THE ABILITY to give a good party is one of the great diplomatic skills – but you must always be prepared to be let down by your guests.

The opening parts of the current BBC Defence of the Realm series offered a couple of cases in point. The first, though it included some fine sequences filmed on board HMS Illustrious, devoted much of its time to catching the policy makers and their military and civil servants off guard in social situations.

Again and again the cameras trained on glasses raised rather than on the troops on the ground, not so subtly inferring that this was what it was all about, really: "Must be time for another drink, old boy..."

The second, focusing on the Trident submarine HMS Victorious, was predictably doom-laden – "a crew who will never see daylight". But it still wound up off duty in Disneyland, to suggest once again the irresponsible way the Navy's peace-keepers approach their awesome responsibilities.

This has become a wearisome stylistic cliché. It is an unfortunate fact of life that most outsiders who get to visit the Navy (and that includes its families) only do so when it is "open to visitors", when with its traditionally self-deprecating style it does its level best to play down the more serious side of its business.

Television crews, too, see the silly party games, the crazy fancy dress and the schoolboy posturing that can easily be edited down to produce the impression of a wild bacchanal – and miss the point that long months of dedicated concentration and hard slog require a safety valve.

The Russians have thrown a monster party this summer in St Petersburg – where Admiral Igor Kasatanov, a glass of Scotch whisky in hand, was clearly delighted to spend a full hour partying with the honorary midshipmen of the University RN Units who so splendidly represented the Senior Service at the 300th anniversary of the founding of another of the world's leading navies by Tsar Peter the Great.

Last appearance

(An old coaching inn in Godalming, Surrey records the mind boggling menu of a party Peter and his retinue enjoyed during an overnight stay in 1698 when he came to Portsmouth to watch a couple of sham fights between warships).

Here thousands of ordinary Russians turned out to greet the Royal Navy in the city that was recently called Leningrad, overwhelming the young undergraduates with the unaffected warmth of their welcome.

This summer has also seen the last appearance at Cowes of HMY Britannia, which has hosted countless brilliant parties over the past 40 odd years.

She has lately been criticised for her role as an (admittedly expensive) party hostess. But there is no doubt that, particularly in these latter years, she has thereby brought in more than sufficient business to Britain to justify the cost of her maintenance – as well as all those parties.

That doesn't count the sheer goodwill she has generated among all the nations she has visited which is simply incalculable. As is, no doubt, that inspired by the time Admiral Kasatanov spent with the URNUs at St Petersburg.

If the Russians, generally portrayed (at the top, anyway) as a dour and humourless lot, can enjoy a good party, why can't we be allowed to, too?

QUOTE: "I have to do it – there is no point in having nuclear weapons if I'm not prepared to do it." – Cdr Jonty Powis, Commanding Officer HMS Victorious (Starboard).

Fete erupts with fun

OVER 4,000 people attended this year's British Fete in Naples and helped raise more than £10,000 for Service, local and international charities.

The event combines the old Anglican Church of Naples and British Forces Schools fetes and is put on by members of the British community, which includes RN personnel and their families.

Its aim is to bring a typical British fete to the large NATO community stationed there, which also includes American, German, French, Greek, Turkish, Dutch, Canadian and Spanish personnel.



and to the local population.

This year's show was opened by HM Consular General in Naples Patricia Kelly at the American recreational facility at Carney Park – a green oasis carved out from an extinct volcano on the outskirts of the city.

Eyebrows raised

"Quite what the various nationalities made of the 'Drench a Wench' cage and the Morris dancing team is not recorded – but they certainly raised a few eyebrows, Lt Cdr Keith Barnwell, of COMNAVSOUTH Operations

Division, told Navy News.

"In the ever popular tug-of-war competition the RN team were, we regret to report, defeated by the RAF – who were then out-pulled by the Army who were subsequently soundly beaten by a scratch American team.

"Everyone seemed to enjoy this pleasant diversion from the more serious side of NATO life in Naples, running the IFOR operation in the former Yugoslavia – which is what they are doing when they are not trying to knock coconuts off bits of wood or dancing around with bells tied to their ankles..."

● Below: Morris dancers in action at the Naples British Fete.

● Left: LWRENWTR Tracey Adams soaks up the atmosphere in the 'Drench a Wench' cage.



FUNDS SHELL OUT

THE FOLLOWING grants have been made by the Sailors Fund and Fleet Amenities Fund/ Fleet Recreational Fund Committees:

RN Birdwatching Society for publication of jubilee edition of 'Swallow' – £784 (SF), £261 (FAF).

RN Women's Lawn Tennis Association for 1996 USA tour – £500 (SF), £500 (FAF).

United Services Sailing Club for replacement masts and sails for dinghies – £1,125 (SF), £375 (FAF).

RN(Scotland) Rugby for tour to Cyprus – £1,125 (SF), £375 (FAF).

RN Athletics Association for marathon tour to Brisbane – £1,725 (SF), £575 (FAF).

RN Hang Gliding and Parachuting Club for equipment – £2,846 (SF), £949 (FAF).

42 Cdo Royal Marines for refurbishment of Junior Ranks Dining Room – £4,112 (SF), £1,370 (FAF).

RN and RM for Himalayan Odyssey 96 expedition – £6,000 (SF), £6,000 (FAF).

RN Athletics Association for tour to Annapolis – £6,582 (SF), £2,194 (FAF).

Devonport RFC for lounge bar refurbishment – £14,625 (SF), £4,875 (FAF).

Royal Fleet Club for refurbishment of public rooms – £11,250 (SF), £3,750 (FAF) plus the same amounts in loans.

40 Cdo Royal Marines for gymnasium fitness equipment – £7,770 (SF), £2,590 (FAF), £2,000 (Sports Lottery).

HMS Nelson WOs and CPOs for refurbishment of Mess – £23,815 (SF), £7,983 (FAF).

HMS Invincible for Wardroom Bar refurbishment – £19,210 (FAF).

'They are good to go, sir!'

Marines went moonwalking in the Mojave

FOUR WEEKS of hard work in the hot deserts of California after another month on the eastern seaboard of the USA have produced a Commando unit custom-made for the newly formed Joint Rapid Deployment Force.

45 Cdo have now returned to RM Condor in Arbroath after a long deployment to test its ability to take up its new role in the JRDF.

After Exercise Purple Star based on the Camp Lejeune United States Marine Corps training area in North Carolina – which featured one of the largest helicopter assaults ever, either exercise or for real with 3 Commando Brigade lifted in its entirety – 45 Cdo moved on to the Mojave Desert.

On the lunar terrain of the USMC Air and Ground Combat Centre at 29 Palms, California, the unit took part in a Combined Arms Exercise (CAX).

Unfriendly

This was a different ball game to Purple Star – live ammunition was used and the environment was just as unfriendly, being dry desert with temperatures regularly above 110F.

Time spent in CAX proved unique not only for the Royal Marines but for the British Forces as a whole. 45 Cdo had the chance to practise live fire skills in from eight-man sections to an entire mechanised battle group, including armour, artillery, air and aviation assets – all within 1,000 square miles of the sort of terrain British



Pictures by LA(Phot)
Ian Gibson

● Above: A live night firing in Southern California by Milan Troop, 45 Cdo.

● Left: Mne Darren Maher, 1 Troop X Coy on sentry duty with a US Marine Corps Armoured Amphibious Vehicle on loan to the Royal Marines during the Combined Arms Exercise in California.

● Right: A Lynx from 847 Naval Air Squadron hovers over the lunar landscape of the Mojave Desert.

forces do not (thankfully for the rest of us) enjoy in the UK.

Some of the RM helicopter pilots earned the envy of their US counterparts, though – only officers get to be pilots in the Marine Corps.

British Lynx pilot Sgt Mark Burgess was quoted in a USMC Public Affairs Office press release: "I think taking flying away from the enlisted is a mistake. You lose the connection with the ground forces. The enlisted pilots know what it's like to be a grunt – they can understand what's going on



down below."

If CAX was designed to increase the capabilities of both nations' marines to work alongside each other it certainly did that – but at the same time it has greatly enhanced 45 Cdo's ability to help deliver a rapid and flexible response to

any situation anywhere in the world.

Commanding Officer Lt Col Robert Fry told *Navy News*: "To steal a well-used phrase from the US Marine Corps to describe the readiness of 45 Cdo: 'They are good to go, sir'."

Sheer numbers rise in cliff call-outs



771 SEARCH and Rescue Squadron at RNAS Culdrose has noticed an increase in the number of call-outs this year – as well as a change in the pattern.

While calls for assistance from aircrews, fishermen and yachtsmen still predominate, there has been an big increase in the number of missions to assist stranded cliff climbers.

"Why this should be is unclear," Culdrose spokesman Ian Mackay told *Navy News*. "However, the recent sunny summers have brought lots of tourists to Cornwall who spend much of their time on the coasts – and, more than ever, on the cliffs."

Casualties

Already this year 771 has carried out 159 rescue missions, of which ten were for cliff fallers, seven were to move patients between hospitals and five to lift casualties to hospital.

Last year the total number of persons rescued was 223, with five missing presumed dead and eight recovered dead. (The 1994 figures were 152 rescued, five missing and three dead).

"1996 looks like seeing another increase unless the public at large heeds warnings from the Coastguard and the other emergency services and always bears safety in mind."

● Left: Squadron CO Lt Cdr Graham Milton with the rest of 771 at RN Air Station Culdrose.

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Peter's navy th

Russia greets some new found friends

HMS CORNWALL visited St Petersburg as part of a multi-national force of ships from the Netherlands, Italy, Spain, Germany, France, Canada, the USA, Finland and India, invited by the Russian Navy to take part in their tercentenary celebrations, *writes Lorraine Coulton.*

Fresh from a major year-long refit, the Type 22 frigate sailed in flying the flag of C-in-C Fleet Admiral Sir Peter Abbott for a five day stay, moving up the River Neva to an enthusiastic welcome from people lining the banks all the way.

As each ship passed the naval base of Kronstadt on Kotlin island national salutes of 21 guns were exchanged.

A Royal Marines band was there to greet her at the jetty known as the English Embankment and the celebrations began with a flag raising and wreath laying ceremony in Senate Square – overlooked by its magnificent statue of Peter the Great, who founded the Russian Navy after studying shipbuilding in Britain.

Admiral Vladimir Yegorov, Commander of the Baltic Fleet, said: "Today is the day of our celebration of 300 years of the Russian Fleet. This is a visit of peace and co-operation and I thank you warmly for coming to St Petersburg."

Main event of the week was a Naval Review and Aquatic Festival with Prime Minister Victor Chernomyrdin and Defence Minister Igor Rodionov as guests of honour, together with the Commander in Chief of the Russian Navy Admiral Feliks Gromov.

Convoy Club

After the sail past, the Russian military put on an air display with jet fighters and helicopters.

The events were watched from the deck of HMS Cornwall by veterans of the Russian Convoy Club. Ex gunnery officer James Underwood from Ilford in Essex commented: "It was just wonderful . . . We had an unbelievable reception from the Russians. When they saw our white berets they waved and shouted at us. We've been treated like film stars."

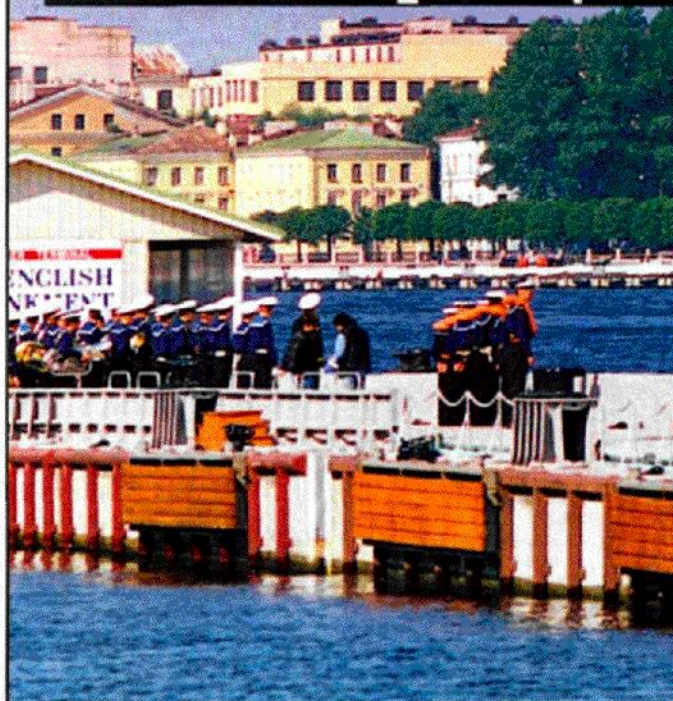
First Sea Lord Admiral Sir Jock Slater flew into St Petersburg the day after HMS Cornwall arrived. He had a working breakfast with his opposite number, Admiral Gromov, whom he met for the first time: "We got on very well and I'm looking forward to a greater co-operation between our two navies," he said later.

He had presented Admiral Gromov with a print of Kronstadt Naval Base – a copy of an original drawing from 1854 made by British surveyors.

Admiral Slater later tried out his Russian when he addressed a graduation cere-



Picture Cowpe

[illegible]

mony at the Perspektiva Resettlement College – which prepares Russian officers for their return to civilian life: "We live in times of major change and we are all in the business of managing that change as smoothly as possible," he told them.

"The challenges are particularly acute for those in uniform, not least those who face a new life out of uniform."

Over 7,000 people visited HMS Cornwall, which was treated in turn to a wide range of cultural and sporting events – including tours of the Winter Palace and the St Peter and St Paul fortress.

The ship was asked for help by the St Peter's Children's

Charity Home for Boys – and each day teams of 12 volunteers arrived to repair and re-decorate several of the rooms. A raffle on board also raised £200 for the home.

At the end of the visit Admiral Slater sent the ship's company a message saying the celebrations had been "an important milestone in enhancing maritime relations between Russia and many of her new found friends. . . Cornwall looked first class and I was proud to receive plaudits from many of my colleagues, not least Admiral Gromov, who clearly was delighted that the United Kingdom was there."

rows a great party

res by CPO Paul
e and Paul Parrack.

e from left:
Sea Lord Admiral Sir Jock
eets his opposite number in
sian Navy, Admiral Feliks
(with interpreter Robert

Example and HMS Explorer
ts of Russia's Baltic Fleet at

Admiral Igor Kasatonov on
MS Smiler are (left to right) Lt
es (CO of HMS Explorer), Mid
ewis, Mid Kara Chadwick, Lt
er Lewis (CO of the Inshore
Squadron) and Lt Cdr Tim
(Asst Naval Attache,

ary Midshipmen all - British
y students celebrate the
Navy's 300th birthday.

ornwall's Guard of Honour at
sburg.

ornwall arrives at The English
ment on the River Neva. Inset:
ing in St Petersburg are (left to
WRENWTR Karen Nicklin, Lt
ning, WTR Bernard Dath and
nda Davies.



Students come up to expectations

WHEN THREE tiny British fast training boats visited the port of Kaliningrad, crewed by just 15 RN personnel and 33 university undergraduates, they took the city by storm writes *Paul Parrack*.

HMS Smiler, Example and Explorer were representing the UK at the Baltic International Festival of the Fleets, marking the 300th anniversary of the Russian Navy founded by Peter the Great, together with units from the U S A, Germany,

the streets, watched by thousands lining the streets and squares. Despite their inexperience, the students in their RN uniforms as honorary midshipmen marched as smartly as any of the professionals - and the crowds spontaneously broke into



Denmark, Sweden, Poland and Lithuania.

And although they were crewing the smallest of the ships on review, the young British students, 20 men and 13 women in their late teens and early twenties, made a big impression on their hosts.

Starting off the four days of celebrations, each national contingent marched through

applause and cheers as they passed by, clearly delighted to see such a young squad parade the RN colours through their city.

The turn-out and marching skills of the University RN Units were a credit to the three senior ratings who serve as first lieutenants in the Archer Class patrol craft serving universities in the Glasgow,

Yorkshire and Northumbria areas - CPO(OPS)(S) Robbie Craig (HMS Smiler), CPO(OPS)(R) Billy Bailey (HMS Example) and CPO(OPS)(R) Stuart Robinson (HMS Explorer).

At the opening ceremony they took pride of place at the front of the square facing what seemed to be the entire population of the city - and after the speeches they were mobbed by people wanting their autographs and to be photographed alongside them.

Earlier in the day the First Deputy Commander-in-Chief of the Russian Navy Admiral Igor Kasatonov had reviewed the international fleet in Kaliningrad harbour.

As he passed the British craft he beamed with delight as

the crews gave the traditional Royal Navy "cheer ship".

Later the second most senior officer in the Russian Navy insisted on coming on board to meet the British youngsters. During his convivial hour-long stay, characterised by toasts to British/Russian friendship in vodka and Scotch whisky, he declared that theirs had been by far the most impressive performance among the assembled ships: "But I would expect nothing less from the Royal Navy!"

As he left he gallantly kissed the hands of the young female midshipmen he met on board.

For the first time in Kaliningrad's history the gates of the dockyard were opened to the public, with all the ships

open to the public. They swarmed over the jetties and the three British craft were swamped with excited people - over 4,000 of them - shaking hands, giving small gifts and making friends despite the language barrier.

Exchange visits were made to the other ships while official visitors to the URNU vessels included Regional Governor Yuri Matochkin, the Mayor of Kaliningrad Valeri Shipov and the British Ambassador Sir Andrew Wood.

When the ships sailed the British crews looked back on five days of ceremony, celebration, goodwill and good fun that had reflected the announced theme of the festival: "The Baltic as a Sea of Friendship".





At Your Leisure



Naafi up – x 75!

Naughty, but nice with it, and still as proudly politically incorrect as you can get – wartime cartoon character 'Jane' gave a new meaning to the phrase 'strip cartoon'.

Here seen uncharacteristically covered up in the uniform of a Naafi canteen assistant, she was famous for losing her clothes in the course of her adventures, as described by artist Norman Pett who presented this much-treasured illustration to Naafi in 1948.

A couple of generations later the Evening Standard's 'Jak' was inspired by an event in the Falklands war to produce a cartoon whose style harked back to the same era.

Naafi manager John Leake

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(now serving in HMS Northumberland) was in HMS Ardent when his ship was attacked by Argentinian Skyhawks. He fired back with an LMG – and his action caught the public imagination.

His own account is given in Naafi Up (AQ & DJ Publications £9.95), the official history of the organisation that celebrates 75 years of serving the Services in 1996:

"The ship had been hit several times and we were making a lot of smoke. PO Goldfinch and I were tired and we knew that the ship had been badly hit.

Constant attack

"We had been at our action stations for hours manning a GP machine gun on the Gun Direction Platform. It seemed as if we had been under constant attack since first light and there was yet another air raid warning – Red, Green 90 degrees.

"We saw them – two A4 Skyhawks coming in at our starboard side. I opened fire at the leading aircraft and felt deep satisfaction as I saw hits to the nose and wing.

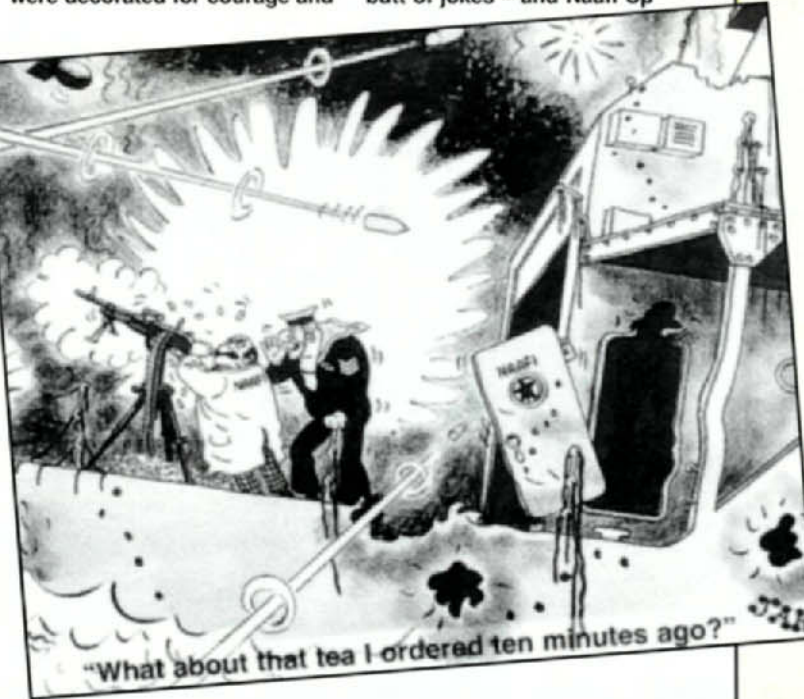
"I watched and as if in slow motion, the bombs left the plane. This time they would not hit their target."

"More than just char and wad" indeed – it is a story that shows that the fighting spirit of Naafi did not end with World War II when 550 of its people

died, 300 of them in the SS Lancastria, bombed and sunk in Quiberon Bay on 17 June 1940. One hundred and fifty were decorated for courage and

severely stretched Armed Forces – including, lately, Bosnia.

Naafi has always been the butt of jokes – and Naafi Up



mentioned in dispatches.

Since then Naafi has operated in all the many theatres of conflict and confrontation that have continued to place high demands on the ever more

is packed with amusing anecdotes from such famous names as Sir Harry Secombe, Bernard Cribbins, Charlie Chester, Max Bygraves and Frederick Forsyth.



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Nelson loved her best

"IN AGAMEMNON we mind nothing. She is the finest ship I ever sailed in."

HMS Victory is the ship always associated with Britain's greatest naval hero – but she was not Nelson's favourite (Chatham Publishing £25).

Anthony Deane recounts the 28-year career of the 64-gun ship that he commanded between 1793 and 1796 (during which time, at the siege of Calvi, he lost the sight of his right eye).

In fact, for almost three decades of British naval history Agamemnon was at the centre of events, seeing action at the Saintes, Copenhagen and, of course, Trafalgar.

Later she served in the West Indies, taking part in the Battle of San Domingo, and then in South American waters until she was wrecked in Maldonado Bay of the coast of present-day Uruguay, in 1809.

How 'graceless' Inflexible kept her end up

WHEN HMS Inflexible was commissioned in 1881 her size and gunpower caught the public imagination in much the same way as HMS Dreadnought did nearly 30 years later.

In the fourth issue of the journal of the Portsmouth Royal Dockyard Historical Trust Brian Patterson outlines the career of what was also, in his view "perhaps the most graceless ship ever to be launched at Portsmouth" – she was, incidentally, the first to be launched by electricity, with Princess Louise pressing the button.

By the time she was completed her main armament had been increased from 60 to 80 tons and there was speculation in the press as to her ability to stay the right way up.

In any case, many said she would roll so much that she would be useless as a gun platform – so she was fitted with anti-rolling tanks forward and aft, connected with pipes through which the water flowed from one to the other to compensate, although it is reported that these were eventually used for stores.

Her two great turrets were then the largest mounted in the RN, being 33ft 10ins in diameter. The armour was in layers of 9ins outer skin and 7ins inner skin, backed and separated by 18 ins of teak. When complete each weighed 750 tons.

Soon after she became operational HMS Inflexible had the

chance to show her power. She took part in the Bombardment of Alexandria on 11 July 1882, firing 88 of her 16 inch shells against Ras-el-Tin, Mex, Ada and Pharos forts – but though accurate, this awesome barrage did not produce the destruction anticipated.

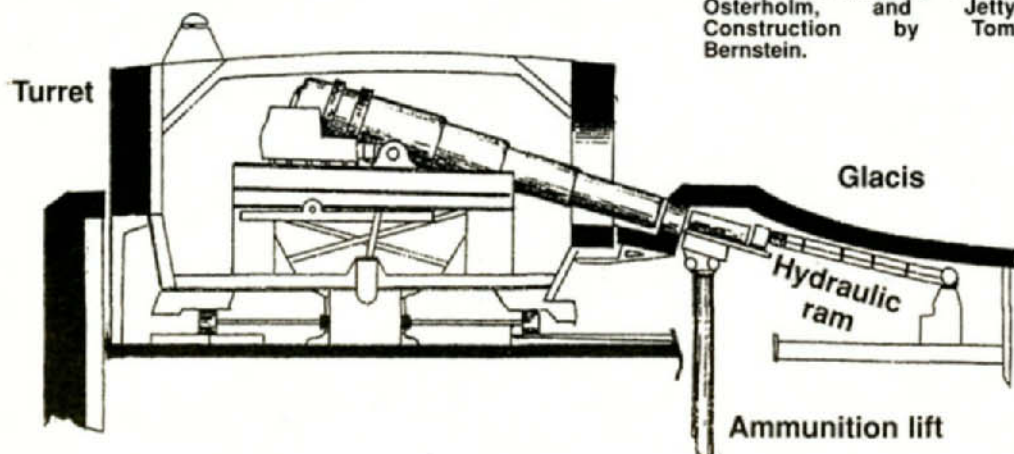
Also, she sustained the most damage of all the ships present – although most of it was said to have been caused by the blast from her own broadsides.

As shown in the author's drawing below, the guns were muzzle-loading – which had to be done outside the turrets.

The armoured deck was raised in one position to form a glacis. When the barrel was depressed it came below the level of this and from here the hydraulic rammers pressed home the charge and the projectile.

This weighed 1,684 lb and had a muzzle velocity of 1,590ft per second. With full charge the shell was capable of piercing 23 ins of iron at 1,000 yards. Rate of fire per gun was one round every two minutes.

Other items in the journal, available on subscription from the Trust by writing to the Editorial Board at 19 College Road, HM Naval Base, Portsmouth PO1 3LJ, include The Blockmills, by Steve Osterholm, and Jetty Construction by Tom Bernstein.



Sympathy for a Nixon that's made to last

YOU COULD construct a history of the world, caveman to astronaut, out of selected movies. It would be highly eccentric and unreliable, but you could count on the general rule that if it's happened, someone, somewhere has made a movie about it.

This month, for example, brings a piece of 17th century English history and a slice of 20th century American history. The English subject, *Restoration*, stars two American players, Robert Downey Jr and Meg Ryan, while the American one, *Nixon*, features two Brits, Anthony Hopkins and Bob Hoskins.

Well, the film industry may be comprehensive but nobody said anything about it being logical.

Restoration is a tale of the 1660s, in which its hero (Downey) rises from humble doctor to favourite at the court of King Charles, incurs royal displeasure and is plunged into penury before

fate offers him one last chance to redeem himself.

En route, he experiences the Great Plague and the Great Fire of London; no doubt the film makers would have contrived a spell in the Dutch wars for him if the budget could have coped.

In fact, it looks like a fairly lavish production, piling on the period detail in terms of elaborate sets and flamboyant costumes. Downey

Screen Scene

sounds syllable-perfect and indeed gives rather a good performance. But he is not the most engaging of personalities and unfortunately this film needs an engaging personality at its centre.

"I'll give 'em the old Nixon charm," grates the President with a ghastly grin. Anyone unsure about the meaning of 'oxymoron' need only remember the phrase "Nixon charm". Robert Downey Jr would have been perfect casting for this

part, had he been ten or twenty years older.

Nixon is a ferociously complicated, brilliantly organised piece of work which takes Watergate as its starting point, then fans out across five decades, covering a plethora of incident and incorporating a cast of characters that nearly runs into three figures.

Hoskins, as FBI chief J. Edgar Hoover, is of a grotesqueness that must be seen to be believed, an observation that appears to have been frequently made about Hoover himself. For Hopkins, this is simply the role of a lifetime, and he manages to make Nixon comprehensible, sympathetic even, without ever sentimentalising him.

The film's fate at the box office has been about the same as one would expect for a British film called *Eden*, say, or *Wilson*.

But it's certainly one of the films of the year and it's built to last, unlike some of the lightweight money spinners of the moment.

— Bob Baker

At Your Leisure

THE MIRACLE OF THE SAN DEMETRIO

THE EPIC voyage of the tanker San Demetrio in November 1940 is one of the most gallant episodes in the history of the British Merchant Navy and rightly heads a collection of World War II stories by Frank Pearce, *Heroes of the Fourth Service* (Robert Hale

Part of the ill-fated convoy HX84 out of Halifax that was intercepted by the battleship Scheer in an action best remembered for the heroic self-sacrifice of the Jervis Bay, the San Demetrio was carrying 12,000 tons of petrol when she was struck by a series of salvoes of 11-inch shells.

Two lifeboats were launched and the 42 crew climbed into them and began to row away as the bridge and part of the stern erupted into flames. Petrol was pouring into the sea – but miraculously and "against all the laws of scientific logic" did not ignite.

During the long night that followed the boats became separated. The 26 men in one, including the tanker's master, Capt George Waite, were later picked up and taken to Newfoundland.

But the 16 in the other, with Second Officer John Hawkins in command, after enduring a night of gales and heavy seas, were amazed to see the San Demetrio, still afloat the following afternoon – still on fire and still gushing

petrol that, against all the odds, had failed to explode.

They debated whether to go back on board and put out the fires, but in their indecision darkness fell and by morning she had disappeared.

But by midday they sighted her again – and this time they determined to take the risk. At least if the ship blew up it would be a quick death compared with the slow torture of starvation and thirst in an open boat.

Wet blankets

Throwing wet blankets over the gunwhale to prevent a spark between boat and ship, they eventually made the difficult climb to the deck, later hauling up several injured men behind.

Then they began the exhausting job of putting out the fires with hand buckets – a task in which greaser John Boyle, already obviously dying from internal injuries, insisted on lending a hand.

To their astonishment the engines still worked – but not a single navigational aid had survived

and they had a 1,500 mile voyage ahead of them.

This too, they accomplished and after sighting the coast of Ireland (confirmed by the arrival of a tug whose offer of a tow they proudly declined) they brought the San Demetrio into the Clyde.

The worst of the depredations visited on the Merchant Service were those of the U-Boats, of course – and in *Donitz and the Wolf Packs* (Arms and Armour £18.99) Bernard Edwards states that they failed to win the Battle of the Atlantic – and so the war – only because they were not true submarines and were too often forced to fight on the surface.

More correctly, perhaps, they failed because there were not enough of them. To say that the 56 he had in commission at the beginning of the war (and of these less than half were suited to operations in the North Atlantic) were "not as many as he would have liked" is something of an understatement – he had asked the man he would eventually succeed as Fuhrer for 300.

— JFA

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At Your Service

Calling old shipmates

HMS Grenville Association and the 25th Destroyer Flotilla (HM ships Grenville, Ursa, Undaunted, Undine, Ulster, Urania, Ulysses and Urchin) held a successful reunion in Blackpool but would like to make contact with even more old shipmates. Contact the secretary, R. Durber, 4 Sir Winston Churchill Place, Binley Woods, Nr Coventry, CV3 2BT. Tel 01203 542978.

HMS Revenge 1968-71 Ron Gurr, 19 Radbourne Rd, Calcut, Berks RG31 7EG, would like to hear from shipmates and particularly from Buster Brown and his wife Pat, who is godmother to Ron's daughter, Natalie. Last contact address was Rio de Janeiro. Anyone attending the reunion at Faslane on August 26 is asked to call Ron on 01189 452493.

HMS Exmouth and HMS Golden Fleece 1943-47 Samuel Henry Fradgley, known as Harry, will be 70 on August 18. Any old shipmates willing to send his daughter birthday cards or memorabilia to pass on to Harry on the big day are asked to write to Mrs C. Palmer, 12 Freeland Grove, Hike Acres, Kingswinford, West Midlands DY6 8PJ.

HMS Kilchrenan 1943-45 Atlantic Convoys and HMS Rosario Mediterranean 1945-46 George Pulman and Tony Mills are asked to contact Ron Nichols (Yorky) at Flat 1, 27 Hyron Hall Rd, Acocoks Green, Birmingham B27 7BN.

HMS Loch Killisport 1955-57 Mess 3 and HMS Ceylon 1958/59 Mess 36 Dave Whitfield (ME11) would particularly like to contact Ginger Welby and Tilly Teece from the former and Bryn Jenkins, Tommy Dentith, Milly Miles and Bill Boyd from the latter, plus other shipmates. Contact him at 88 The Crofts, Silloth, Cumbria CA5 4HA. Tel 016973 32908.

A Seaman Specialist Association has been formed in the Devonport area and all RN seaman specialists and boom defence personnel past and present are welcome to join. For further details contact John (Mac) McCarthy on Devonport Dockyard 53079 or Plymouth 813651.

Mrs Betty Hill (nee Gates) worked as a Naafi cook at various camps and stations between April 1945 and September 1950, beginning at HMS Robertson, Richborough, Sandwich, where most of the personnel were RM Commandos. She would like to hear from any of her old colleagues. Write to 22 Eden Ave, Chatham, Kent ME5 0HN.

Stoker Alf Berry, HMS Fareham 1941-42, Norman Bridges ERA, Stoker Tim (Pony) Moore, HMS Flamingo 1941, and any members of Stokers Mess 51 HMS Indefatigable 1943-46 G. Turner, ex-LStoker, 48 Little Bentley, Basildon, Essex SS14 2EL (tel 01268 285964) would like to hear from you.

HMS Cumberland 1941-46 Doug Ashman, who emigrated to Australia in 1933, would like to hear from any of his old shipmates. His address is 50 Peacock Pde, Frenchs Forest, NSW 2086, Australia. Tel 02 451 3458.

Will Florrie Ford, HMS Concord Association 55/56 commission, who attended the inaugural reunion at the RN Home Club Portsmouth last year, please contact Peter Lee Hale. Tel 0181 894 3222; fax 0181 898 4270.

HMS Anson 1945-47 B.A. Knight (Bogey) would like to hear from shipmates of 56 Mess, not forgetting Kennedy's Force B Company and any others with whom he served. Write to 31 St Paul's Close, Tonbridge, Kent TN10 4QG. Tel 01732 365278.

HMS Hampshire Twenty years on from her sad demise ex-shipmates interested in a reunion are asked to contact John (Speaky) Lowe or Geof (Brum) Claxton c/o 15 Hawley Close, Leigh Park, Havant, Hants PO9 5EL.

Regulating Branch Association Now firmly established. Anyone interested in joining should contact Peter Robertson, Flat 4, Crown Court, 25 High Street, Old Portsmouth, Hants PO1 2LZ. Tel 01705 876131.

HMS Cassandra Association Welcomes new members and plans a reunion for spring 1997. Contact Bob Sheard, 9 St Albans Drive, Sheffield S10 4DL. Tel 0114 230 7007.

MEM Griff (James) Griffiths is sought to help Jim Dales celebrate his half century on September 20. They served in HMS Rotherham 1964-66 and Griff was Jim's best man in July 1967. He would have been godfather to Jim's son the following year but was unable to make the date. Born in South Africa and tattooed "UGH" on the chest (!). Griff's last known ship was HMS Iveston c. 1967/8. Anyone with news of him is asked to contact Jim at 1c Greenwood Ave, Cosham, Portsmouth PO6 3NP. Tel 01705 640602 or 335413.

RFA Tidesurge Those serving on board USS Forrestal in July 1967 have not forgotten the help given by the oiler Tidesurge when their ship was forced to return to the United States months ahead of schedule as a result of combat damage in Vietnam. Despite horrendous seas and winds the auxiliary vessel refused to quit and delivered the much-needed fuel - "an unforgettable example of seamanship and perseverance" in the words of Brad Jones, editor of the Forrestal's official newsletter. He would like to hear from former members of the Tidesurge's ship's company to tie up the ends of the story and can be contacted at 1478 Lakeview Drive, Wylie, TX 75098 USA.

HMS Hermione Association, now chaired by Cdre Robert Howell, Navigating Officer for the ship's first commission and later Officer in Command, welcomes new members. Those interested should contact the secretary, Mr S.J. Brotherton, 37 McCarthy Close, Birchwood, Warrington, Cheshire WA3 6RS. Tel 01925 824504.

HMS Ark Royal and Solent 1954-61 A surprise 60th birthday party is being arranged for St A. Hiscok. Any of his old shipmates are asked to contact Mrs Shirley on 01635 872994 or Mrs Moss on 01734 625168.

Ernie Healey Mess 55 HMS Colossus 1944-46 would like to hear from any of his old shipmates. Write to him at 60 Park Ave, Papatoetoe, New Zealand.

Angus Donaldson A memorial service will be held for the late CPAACMN Angus Donaldson at the FAA church, St Angus, RNAS Yeovilton at 1100 on October 11. This will be followed by a reception in the WOs' mess. Friends and colleagues of all ranks are welcome. For further details contact Mr D.A. Worth at the Guard Service, RNAS Yeovilton.

Consigs Frank Purcell would appreciate contact with former convoy signalmen who served in the following Mac ships: MacAlpine, Rapana, Amastra, MacKay, MacColli and Alexia. Write to him at 21 Marble Church Grove, Bodelwyddan, Clwyd LL18 5UP. Tel 01754 582780.

HMS Revenge Peter Woodley, joined as Boy 1st Class in July 1939 from HMS St Vincent and left her in Southampton in 1943, would like to hear from any old shipmates. Write to him at 32 North Rd, Torpoint, Cornwall PL11 2DJ.

HMS Black Prince Association, which has held its tenth reunion in Llandudno and has another planned, is seeking old shipmates, including Royal Marines who served on board. Please contact the secretary, Mr H. Johnson, 190 Winstanley Drive, Braunstone Estate, Leicester LE3 1PD.

HMS Narvik Grapple Squadron 1956-59 Old comrades of the above ship are arranging a reunion in Peterborough, possibly in October. If you are interested please contact Rod Jenkins, 33 Paston Ridings, Paston, Peterborough PE4 7UR. Tel 01733 751019.

Alistair McDermott from Scotland-JME2 joined Benbow 29 Class, HMS Ganges, 1964, where are you? Any clues appreciated by Bob Smith Tel 01960 342005.

HMS Caledonia and Figsard Seeking February 1947 entry of ERAs, EAs and OAs. 4th reunion planned in Portsmouth, March 15, 1997, to celebrate the 50th anniversary. There is already strong support for the occasion, but a number have yet to be found. Contact Ken Nicholson on 01705 370762 or Ron Kimber on 01329 281287 for more details.

WRNS HMS Caledonia/RNATE Rosyth 1945-47 Moira Evans of Swansea would love to trace Wren Emma Tate of Wexington, Co Durham and Sally Fergie of Paisley, Glasgow, or anyone who remembers her. She went on to marry ERA John Gill in June 1947. Please write to 20 Bryngelli Drive, Treboeth, Swansea SA5 9BW or tel 01792 796578.

601 Flotilla HMS Seaserpent 1943-44 Normans veterans. Where are you now? JF Roles would like to hear from you. Please write to 69 Westward Rd, Chingford, London E4 8LZ.

Rory McEwan, HMS Kent 1964-66 Please contact Ron Gibbs, 25 Andromeda Ave, Logan City, Queensland 4128, Australia.

HMS Verran Bay 1944-59 An association has been formed and is planning a reunion in Plymouth next year. If you are interested, contact Mr Colin Dean, 35 Greenway, Saughall, Chester, CH1 6EG. Tel 01244 880496.

HMS Anson Did you serve in HMS Anson? Is so, why not join the association? Write to The Secretary, 20 Lishmore Rd, Wistable, Kent CT5 3HU Tel 01227 274828.

Reunions

SEPTEMBER

HMS Tartar 1939-45 A reunion will be held at Evesham on Sept 8. Details from Ted Brown, 28 South View, Swindon, Wilts SN3 1EA. Tel 01793 535275.

HMS Jaseur a reunion will be held at The Lawns Hotel, Chellaston, nr Derby, on Sept 28. All welcome. For details, contact Jim Squires, 22 Longcroft Lane, Welwyn Garden City, Herts AL8 6EA. Tel 01707 322912.

Alan Lam (Lambo) from Hong Kong will be at the Royal Sailor's Home Club in Portsmouth at 7pm on September 7. All welcome. Call David Watts on 01705 824231.

HMS Caprice (World Cruise 1968) Association will hold its first reunion on September 14 at Tamworth, Staffordshire. Contact Phil Evans on 0161 681 9044 for details.

Ex-American Coast Guard cutters HM ships Culver, Fishguard, Hartland, Landguard, Lulworth, Gorleston, Sennen, Totland, Walney and Banff: Shipmates are advised that the annual reunion of the Cutters Association will take place on September 18 at the Bull Hotel, Peterborough, at 12 noon. For details and bookings contact Sid Simkin, 67 Orchard Way, Wymondham, Norfolk NR18 0NY.

HMS Wolfhound Association will hold its ninth annual reunion in Birmingham on September 27. Further details from W. Baldock, 69 Lynton Rd, Hadleigh, Benfleet, Essex SS7 2QG. Tel 01702 557739.

HMS Volage (1944-46): Shipmates will hold a reunion on September 28 (from 7pm.) at the Ship and Castle, Main Dockyard Gates, The Hard, Portsmouth. For further details contact Lofly John Mills, Lulworth, Fontwell Ave, Eastergate, West Sussex PO20 6RU. Tel 01243 542158.

OCTOBER

6th Destroyer Flotilla Association (1944-46) will hold a reunion at the Trecarn Hotel, Torquay, over the weekend of October 4-6. Details may be obtained from R. Millward, 1 King Street, Chester CH1 2AH.

British Naval Mission to Libya: A reunion will take place in Walsall on October 5. For details contact Michael Stubbs, 26 Hurricane Way, Woodley, Reading, Berks RG5 4UX. Tel 0118 969 9733.

Royal Naval Patrol Service: The RNPS Association will hold its annual reunion at the Sparrow's Nest, Lowestoft, on October 5. There will be a parade at 10 a.m. culminating in a Service of Remembrance in Belle Vue Park at 11 a.m. An evening dinner dance will be held at the Ocean Royal, Gorleston. It is hoped as many shipmates as possible will attend this 21st reunion. Details from J.J. Dunn at the Sparrow's Nest on 01502 586250.

London and Medway RN PTIs 14th annual dinner will be held in the Victory Services Club, London, on October 6 at 1300. Tel. G. Houghton on 0181 304 6169 for details.

Over to you

AB John "Jack" Evans DSM. The late Jack Evans received his medal while serving in HMS Concord off Korea in 1952 for "outstanding courage and devotion to duty". His nephew, Paul Evans, of 5 Bradwell St, Sandbach, Cheshire CW11 9AJ, would like to know more about the action and its consequences. Were others decorated? Was the ship lost? Who exactly was the enemy?

Malta Convoys Author David Thomas wants to hear from anyone - RN, Merchant Navy, DEMS and FAA - who served in the convoys to Malta 1940-42. Contact him at Cedar Lodge, Church Lane, Sheering, Bishops Cleeve, Herts CM22 7NR. Tel 01279 734259.

1772 Naval Air Squadron Former members of the squadron with information about the period May 1944 to September 1945, when 1772 NAS was working up and in operations, are asked to contact Edward Key, 31 Grandison Rd, Worcester Park, Surrey KT4 8LU (tel 0181 337 4105), who is compiling a history. Ground crew members have been particularly hard to trace.

Wren Nancy Platt Seeking friends and colleagues of and information about the late Wren Nancy Platt, whose home town was Northwich in Cheshire. Nancy was billeted on Fort Wallington, Fareham, in 1944 and served at HMS Victory, Fort Southwick. Also billeted on Glynn House, Bodmin, Cornwall, when serving in HMS Drake 1941/2. Please phone daughter Alex on 01703 346418.

HM ships Bulwark and Albion: The Deux Chevaux Club of Great Britain would like to know more about the use of the Citroen 2CV pickup by Royal Marines

HMS Westcott Club will hold a reunion at Carlisle on October 7-11. For information contact C. Fairweather, Stable Cottage, West Bergholt, Colchester CO6 3JQ. Tel 01206 240614.

A Royal Navy Caterers Reunion Dinner is to take place in the WOs' and Senior Rates' Mess, HMS Raleigh, on October 11. Past and present members of the branch are invited to attend - senior rate caterers and officers with previous service as caterers. For further information and tickets (costing £22) contact POCA P. Hendy, RN Supply School, HMS Raleigh, Torpoint, Cornwall PL11 2PD. Tel 01752 811557.

Plymouth The 50th anniversary of the RNA will be celebrated in Plymouth October 11-13. Anyone who sailed from Plymouth is welcome. For details, contact Bob Wall, 55 Pier Street, West Hoe, Plymouth.

HMS Plymouth A reunion will be held on October 19. For details send a SAE to Bob Brotherton, HMS Plymouth, East Float, Dock Road, Birkenhead L41 1DJ.

Fast Minelayers Association (South West) The Autumn reunion will be held at the Royal Fleet Club, Devonport, at 1100 on October 19. All ex-shipmates welcome. Details from Gordon Ferris, 17 Coombe Rd, Dartmouth, Devon TQ6 9PQ. Tel 01803 833740.

HMS Ganges 1945-46 intake communications classes 201/202. A second reunion will be held at The Bear Hotel, Havant, on October 27. For details contact Chris Walklett on 01705 594431 or Geoff Bray on 01329 312068.

17th Destroyer Flotilla Association reunion will be held at the RSHC, Queen St, Portsmouth, October 30, AGM 1630, dinner 1930. Details from Mr J. Massett, 8 Rosneath Crescent, Manadon, Plymouth PL2 3SY. Tel 01752 771262.

RN Shipwrights and Artisans Association will hold a dinner dance on October 18 at Portsmouth Guildhall and the following day the first (and probably only) grand reunion for all who served in the branch - CS, NCS, HO, National Service, British or Commonwealth navies. This will be held in the Royal Sailors Home Club, Queen St, Portsmouth. Further details are available from L. Gorsuch, 46 High St, Portsmouth PO1 2LU (tel 01705 737107) or J. Loveridge on 01703 848042.

HMS Illustrious Association's weekend reunion will take place at Butlins Grand Hotel, Llandudno, October 18-21, with the AGM on the Saturday, commencing 10.30 a.m. Details from the secretary, Colin Pickford, Moss Cottage, Ashbourne Lane, Chapel-en-le-Frith, Stockport, Cheshire SK12 6PA. Tel 01258 814472.

Grenville '45 reunion (Rosyth and Torpoint artificers) will take place on October 18 at New Place, Shirrell Heath. Details from Roy Jackson on 01705 379969.

HMS Plymouth's 1996 reunion will be held on October 19. For details send a

stamped, self-addressed envelope to Bob Brotherton, HMS Plymouth, East Float, Dock Rd, Birkenhead L41 1DJ.

848 Squadron (Malayan Emergency) Formations 1952-56. All ranks group seeks former members for its fifth reunion, which is to take place on October 26. Details from Les Smith, Oakdale, Church Lane, Ashford Carbonell, Ludlow SY8 4BX. Tel 01584 831397.

HMS Ajax and RPVA reunion will take place at Chatham on October 23 and 24. Contact Jack Quaintance on 01255 502007 for details.

NOVEMBER

360 Sqn will hold a reunion in the Officers' Mess, RAF Wyton, on November 2, commencing 1900. Ex-360 Sqn officers wishing to attend should write to Flt Lt L. Hollerworth, 39 Sqn, RAF Marham, Kings Lynn, Norfolk.

HMS Ark Royal (1953-1978) and all Devonport-based ship's senior rates: the 16th annual reunion will take place in the WOs' and Senior Rates' Mess at HMS Drake on November 2. The committee extends a warm welcome to all ex-Ark Royal senior rates, all who later became a senior rate on the Ark or similar Devonport "big ship", to the dance and buffet (1930-0030). Details from Michael Bennett, 6 Launceston Close, Southway, Plymouth PL6 6DD. Tel 01752 778432 (eves/weekends), 01752 552466 (day).

1st, 3rd, 4th and 17th Escort Groups: Shipmates from HM ships Affleck, Ascension, Bazely, Bentley, Bentic, Calder, Capel, Cooke, Craunston, Domet, Duckworth, Garies, Gore, Gould, Hoste and Moorsom will be among those meeting at the Stretton Hotel, Blackpool, November 18-21. If you are interested in joining the Escort Group Association at their next reunion (three days dinner, B&B and farewell gala dinner £70) contact Harry Rawson on 01460 234568.

RNEBSC Portsmouth branch of the Royal Naval Engineers Benevolent Society Memorial Club will hold 50th anniversary celebrations from November 2 to 4 at Holland House, 46 Clarence Parade, Southsea, Hants PO5 2EU. The club was established in 1946 to remember the fallen artificers of the two World Wars and is the only club of its kind left. It is hoped artificers, submariners, Service and ex-Service personnel will attend, as will dignitaries including the Lord and Lady Mayores of Portsmouth. Telephone the club on 01705 824551.

HMS Hecia, Venomous and Marne (1940-42): The sixth annual reunion will be held at the Jarvis International Hotel, Solihull, from November 8 to 11. Relatives and other associates are very welcome to attend. Newcomers are asked to contact Harry Cliffe, Oaktree Cottage, Post Office Lane, Norley, Warrington WA6 8JJ. Tel 01928 788181.

HMS Arethusa Association's eighth reunion will be held in Blackpool on

November 22-25. All shipmates of the Leander-class frigate F38 (1965-89) and of the wartime cruiser are welcome to join. Details from Tom Sawyer, 4 Victoria Rd, Wood Lane, Rothwell, Leeds LS26 0AA. Tel 0113 282 9531.

HMAS Penguin, Sydney, base for the 4th Submarine Sqn of RN submarines 1946-67. Many of their crew settled in Australia. A reunion is now planned for all who served in these boats, to take place on November 23 and 24. Wherever possible UK visitors will be accommodated "up homers", so no hotel bills. Anyone interested should contact Tom McCamont, 5 Finley Place, Glenhaven, Sydney NSW 2156 Australia.

HMS Tiger: Calling all who served on board between 1959 and 1966. A first reunion is planned for November or December at a venue to be decided. Please contact John Coulston, 30 Chorley Rd, Adlington, Chorley, Lancs PR6 9LJ. Tel 01257 483268.

DECEMBER

Manchester and Salford URNU A tenth anniversary ball will be held in Manchester on December 7 for all former members of M&SURN or the unit's tenders, HMS Striker and Biter. For further details contact the Unit Cox'n on 0161 273 5304.

HMS Figsard: If you joined HMS Figsard in September 1953 as an apprentice, or if you were backclassified into the group, and would like to join us for our next reunion in February 1997, please contact Ron Emerson, The Sile, 6 Springwood Lane, Romiley, Stockport SK6 4JL.

HMS Figsard: Artificer apprentices who joined May 8, 1950 are advised that a reunion is planned for April 1997 to be held in Bournemouth. Contact Alf Bates, 29 Ivydene Road, Ivybridge, S Devon PL21 9BJ, including an SAE for details.

RNA Canberra. The branch will be hosting the eighth biennial Australasian Trafalgar reunion in October 1997. A programme, including a reception in Parliament House, Trafalgar Parade and service at Canberra's noted ANZAC Parade, a ball and a visit to the state's annual Floriade, has been drawn up. Accommodation can be arranged. Contact the co-ordinator, Peter Burrows, for details and registration forms at 4 Vela Place, Giralang, ACT 2617, Australia. Tel Canberra 06 2417140.

HMS Venerable Association's eleventh reunion will take place at the Somerset and Waverest Hotels, Llandudno, March 14-17, 1997. All enquiries to Bas Redfern, 64 Coppice Rd, Talke, Stoke-on-Trent ST7 1UA. Tel 01782 784876.

HMS London 1947-49 Association returns to Chatham for a reunion on April 19-20, 1997, at the King Charles Hotel. HMS London left Chatham in 1947 for her last two years' commission. Any shipmate from this commission not yet in touch is asked to contact John Parker on 01705 377539 for details.

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detachments on these vessels in the late 1950s and early '60s. Anyone with memories, photos or film is asked to contact George Burton, 22 Arcadian Gardens, Hadleigh, Essex SS7 2RP. What became of the vehicles? Is it true many were simply pushed overboard when no longer required?

HMS Vendetta served with the RN 1917-1933, when she went to the Royal Australian Navy on loan. Australian Peter Kelly, who is writing a book on the Vendetta, has found out much about her service between 1933 and 1948, when she was scuttled off Sydney, but would like to hear from earlier RN ship's company (up to 1933 and beyond if they stayed with the ship), family members of ex-crew with memories relating to the ship and anyone else with Vendetta stories to contribute. Write to him at 32 Myrtle St, Werribee, Victoria, Australia 3030. Tel (03) 9742 5879.

HMS Melbreak The brother of Lt D.P.O'Connor would very much appreciate contact with anyone who was serving with him around the time he was killed, August 25 1944. Write to Peter O'Connor, 28 Carisbrook Rd, Cambridge CB4 3LR.

HMS Torch 1902 - R. M. Reeve would like information on this ship. His grandfather, Arthur Reeve, of Minster Sheppey, was an engine room artificer on board 1901-03, when the Torch was operating in the Pacific. Any information appreciated, particularly details of ship's company and photographs. Contact M.J. Reeve, 80 Hookstone Chase, Harrogate, North Yorkshire. All contacts will receive a reply.

Grave of PO J.A. Tate C/JX 166456. Mr Ron Hill took a photograph of this grave in the beautifully-kept Pusan War Cemetery during a visit to Korea with the Korean Veterans Association. He would be pleased to pass it on to any relative of PO Tate. Tel 0151 531 0411.

Capt the Hon R.O. Fitzroy RN, CO HMS Rodney, Mr H.L. Thompson, who served under Capt Fitzroy in the Rodney in 1944, wishes for sentimental reasons to learn more about his CO's career and whether or not he is still living. He would also be very pleased to have a photograph of the Captain. He can be contacted at Byeways, Daleford Lane, Whitegate, Northwich, Cheshire CW8 2BW.

HMS Gannet 1957-59, Eglinton N.I. 719 Sqn (Robin Hood Sqd), CO Jimmy James. Mr Jim Stroud, 26 Heol Dewi, St Davids, Dyfed SA62 6NY, would like a copy of the squadron photograph to replace his own, which has been lost.

Cap tallies and badges Following on a local project to commemorate the 50th anniversary of the end of the Second World War, Mr James Hayes (ex-RN and ex-SCC CO) has prepared files of information on local Servicemen and women to be retained in the archives of his district library. The covers of the Army and RAF files are richly decorated with wartime insignia, but the Navy file remains virtually bare. He wishes to receive or purchase at reasonable cost - WWII cap tallies for top and bottom of the file, an officer's King's crown cap badge as a centre-piece, with perhaps CPO and PO cap badges and arm badges in each corner. A few branch badges (RN or WRNS) would finish the cover off nicely. Postage would be repaid. Please contact Mr Hayes at 26 Heol Dewi, Tendu, Nr Bridgend, Mid Glamorgan CF32 9EP.

HMS Sandhurst Information required on HMS Sandhurst, built by Harland and Wolff

for the PO Line and purchased by the Admiralty in the 1930s for conversion to a supply ship. Finally used as a depot ship in Dover Harbour 1940-45, she was scrapped in 1956. Any further details would be much appreciated by W.R. Preston, 14 Priory Close, Tutbury, Burton-on-Trent, Staffs DE13 9JS. Tel 01283 812798.

Mr Frank Rueben Ayling, canteen assistant (Naafi) on board HMS Hood when she was sunk in 1941. Information about Mr Ayling and contact with anyone who knew him are sought by his daughter, Mrs D.F. Riley, 2 Merchiston Rd, Horndean, Hants PO8 9LS.

Rear Admiral Cecil Villiers CMC, born 1866, died 1939. Information about the Admiral, whose grave lies in a churchyard at Hatfield Heath, is sought by Mr R. Bucknall, 4 Wagon Mead, Hatfield Heath CM22 7EN.

HMS St Vincent and Collingwood. Photographs, photocopies or originals, taken of the establishments in the early 1960s are sought by ex-PO R.J. Moore, 40 St George's Rd, Farnham, Surrey GU9 8NB. He would also like to hear of any outstanding events that took place there at that period and to hear from any member of Blake 500, or the division from June '62 to June '63, and Collingwood from June '63 to December '63 undergoing Part 2 training.

HM ships Germanicus, Ardent and Acasta, sunk by the German battleships Scharnhorst and Gneisenau June 8, 1940 during the evacuation of Norway. Do you remember the action? Do you know any survivors? Perhaps you were returning in the Ark Royal Group or in HMS Devonshire. Ben Barker, grandson of Ardent's captain, would welcome any information. Please write to 117 Salttram Cres, London W9 3JT or tel 0181 969 3238.

Lt Cdr A.M. Messenger RN (ret'd), 9A Redcliffe Place, London SW10 9DB, would like to discover the present whereabouts of the oil painting by Donald Maxwell of HMS Vindictive alongside the mole at Zebruggen on St George's Day 1916. It used to hang in the officers' mess at Chatham Barracks. It was not an official Naval trophy and was sold when the mess closed.

HMS PC 74/SS Chatsgrove. I am trying to reconstruct my father's RN service record and would like to hear from anyone who served with him in this ship from mid-1940 to December 1944. He was Yeoman of Signals Thomas Leonard Payne. Any information about the ship's activities during this period would also be appreciated. Please reply to Mr P.L. Payne, 135 Old Tovel Rd, Maidstone, Kent ME15 6QH.

Royal Navy intercept station operating on the Isle of Wight during the Second World War? Information on the station, which was located on the outskirts of Ventnor and is believed to have carried out radio reception work around the time of D-Day, is being sought by Mr Keith Taylor, 7 Newton Gardens, Paddock Wood, Tonbridge, Kent TN12 6AJ. Tel 01892 836308.



Princess Anne meets RNA couples at Fleet Club

Royal surprise for Headingley dance-goers

AN INFORMAL meeting with the Princess Royal was the highlight of a holiday in Plymouth taken by members of Leeds No.1 Headingley branch and their wives.



Princess Anne - guest at dance for HMS Cumberland.

They met Princess Anne when she attended a dinner dance in the Royal Fleet Club for the ship's company of HMS Cumberland, under the command of her husband, Capt Timothy Laurence. They were delighted when she took time to speak to each member of the RNA party.

During the holiday, the visitors were welcomed on board the Cumberland for a tour of the ship.

Lympstone

They were also guests at the Commando Training Centre Lympstone, where their host was Major Jonathan Lear RM; and RN air station Culdrose (hosts CPO Mick Ginely and PO Keith Carder).

During a visit to Britannia Royal Naval College Dartmouth their guides were Shipmates Trevor Dixon and Bill Turner of Dartmouth branch.

They were also welcomed en

route by training officer Jan Goddard at Plymouth and by shipmates of Bristol branch.

Members of HMS Cumberland's ship's company spent a memorable time up north, during a visit by the ship to Barrow-in-Furness; a day's cruising was arranged for them on Lake Windermere, thanks to Shipmate K. O. Lake of HQ branch.

Shipmate Lake has the enviable task of helming the vessel Swan around the lake, and on hearing that the Cumberland was at Barrow, he took the sailors for the cruise as guests of Windermere Lake Cruises.

In Brief

SHIPMATE Alfred Collins and Vernon Howells were reunited at Caerphilly branch HQ after 54 years. When they last met they were swimming for their lives after their ship, HMS Maori, had been sunk off Malta in 1942.

AFTER the closure of the Services Club at Stone, the Roll of Honour of Stone & District branch was handed to the town library where it can be inspected by relatives and friends.

SHIPMATE Pat Rate of Peterborough branch has been awarded an OBE for her tireless service to the Association.

THE MATRON of the Royal Alfred Home for Seafarers, Mrs Pat Collins, gave members of Bexhill branch a talk on the home's history. She was presented with £104 for the home.

ISLE OF WIGHT members visited the Type 23 frigate HMS Marlborough at Portsmouth. Refreshments in the POs' Mess were followed by a tour of the ship.

HEMEL HEMPSTEAD's new rum tub was commissioned with an Up Spirits (piped by branch secretary Shipmate John Wright) held in company with members from St Albans and Watford branches.

MEMBERS of Swindon branch visited the preserved Russian submarine U-475 at Woolwich. In the absence of a guide, branch chairman Shipmate Steve Brooks gave the party the benefit of his own considerable experience as a Royal Navy submariner. Between 1957-68 he served in five boats.

100,000 flock to Veterans' Festival at Weymouth

NAVAL VETERANS who had not met for more than 50 years were reunited by staff from HMS Osprey using Vetlink computers at Weymouth Veterans' Festival.

Hundreds of ex-Service people crowded into the Vetlink centre during the weekend event, and in total the festival attracted 100,000.

As four Osprey-based Lynx helicopters flew overhead, 1,500 veterans marched along the seafront led by the Colours, Guard and sailors from the air station whose commanding officer, Capt John Harvey, took the salute.

Canberra

Eight RNA reunions are planned in the Australian capital of Canberra during October 16-19. The programme includes a gala Trafalgar dinner and ball followed next day by a parade and service at the Australian war memorial. Co-ordinator is Peter Burrows, PO Box 144, Belconnen, ACT 2616, who is visiting Portsmouth with his wife this month and next.

Battersea

Members and friends raised more than £2,500 to pay for specialist treatment in the USA for a little girl suffering from a brain condition. More than £2,000 of the funds were raised through a sponsored run in the London Marathon by Eddie Barrett, son of branch secretary Shipmate Ron Barrett.

Thetford

More than 200 shipmates and guests celebrated the branch's silver jubilee with a buffet supper and dance organised by the chairman, Shipmate Joan Ladell. Guests included National Council chairman, Shipmate Ron Tasker, and the president of No.5 Area, Shipmate Maurice Wright.

Branch News

Poole

The 15th anniversary of the twinning of the branch with that of Cherbourg branch of the French equivalent of the RNA, resulted in a trip across the Channel for members and their wives. They attended receptions in the Town Halls of Cherbourg and Barneville-Carteret.

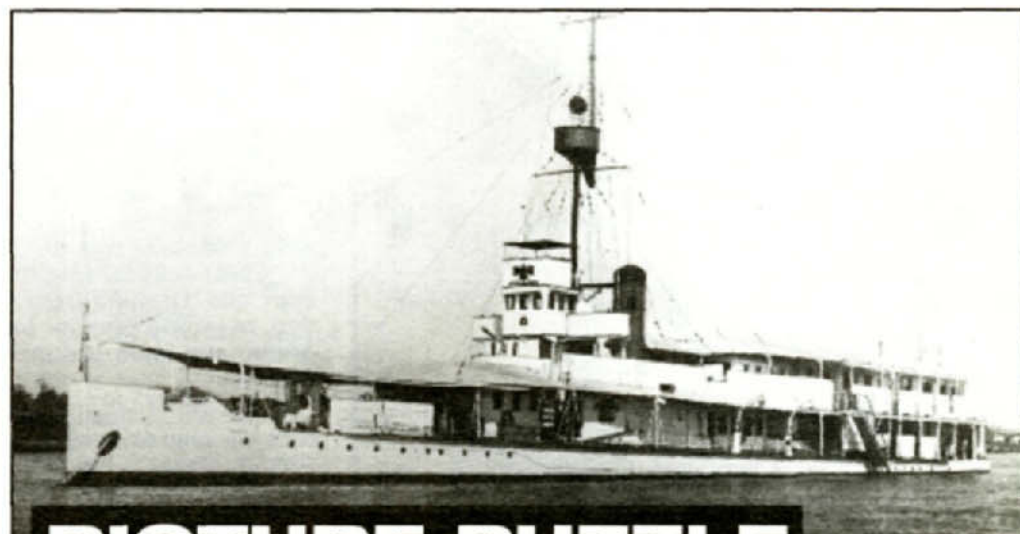
Rugby

The branch's 20th birthday was celebrated in style with a dinner dance and cabaret attended by the Mayor and Mayoress and

Rum gift for the Queen

PURLEY branch's custom of honouring shipmates' 70th, 80th and 90th birthdays with the gift of a bottle of rum was extended this year to the Patron of the Association.

To mark the Queen's 70th birthday, a bottle was delivered to Buckingham Palace by Shipmate Alan Knight, branch secretary, and a royal thank-you letter is now proudly displayed at branch HQ.



PICTURE PUZZLE

WINNER of Navy News' Mystery Picture competition No. 17, which appeared in our July issue, is Mr T. H. Jackson of Beaworthy, Devon.

His entry was drawn at random from replies which identified the photograph of HMS Albatross, the first seaplane carrier to be purpose-built for any British or Dominion navy.

She was in fact commissioned for service with the Royal Australian Navy in 1929, being refitted and transferred to the RN in 1938. She was sold to the South Western Steam Navigation Company in 1946.

Mr Jackson receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us the name of the

MYSTERY PICTURE 19

Name.....

Address.....

The ship's name and purpose?.....

ship and her purpose (for the sharp-eyed, there is a clue to her identity atop her bridge).

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers to the questions will go into a prize draw to establish a single winner. Closing

date for entries is October 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our November edition. The competition is not open to Navy News employees or their families.



Christchurch branch members enjoy a joke at Weymouth Veterans' Festival, with a replica of Sir Francis Drake's Golden Hind in the background.

Shipmate Ron Tasker, National Council Chairman, who preformed the branch's commissioning ceremony.

Cheshunt

The ashes of the late Shipmate Jack Simmonite, branch president, were scattered at sea from the frigate HMS Westminster - the successor of the ship in which he served during World War II.

Shipmates John Collins (vice-chairman) and Russell and Mrs Drew escorted Jack's widow to Portsmouth where they were welcomed on board the Westminster and, after a tour of the ship, had lunch in the wardroom.

Shipmate Simmonite, who also served in HMS Carnarvon, was a member of the Flower Class Association. He is succeeded as president by Shipmate Harold Oakley.

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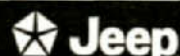
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People with dyslexia may have difficulty with reading, spelling, understanding language they hear, or expressing themselves clearly when speaking or writing.

Dyslexia is not a disease. There is no cure. With the appropriate education, understanding and time, many people with dyslexia will learn to read and write and to develop their unique abilities and talents. Dyslexia is not something people outgrow. Although people with dyslexia can learn how to learn.

Many people with dyslexia are talented in areas of art, drama, maths and sports, yet they may have difficulty remembering things or organising themselves.

A dyslexic mind has been described as a different kind of mind, often gifted and productive, that learns differently.

Newlands school has a purpose-built unit for dyslexic children. They remain in the mainstream of the school whilst receiving specialist support throughout their entire school life.

Dyslexic pupils often excel in subjects such as science and music. Examples of dyslexic pupils' academic success in recent years includes Felicity who achieved three A-Levels and Daniel who achieved five.

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All staff at the specialist unit are qualified with diplomas in Special Education Needs. Individual programmes of learning on a one-to-one basis is provided.

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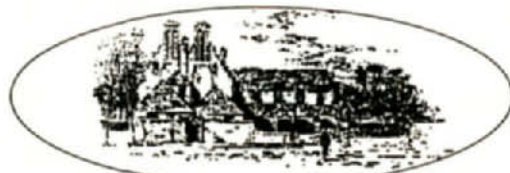
Senior school pupils are taught study skills and examination techniques. This enables them fully to prepare for their GCSE and A-Levels. The aim is to rebuild confidence and enable the child to become independent learners and achieve their true potential.



Jonathan de Mallet Morgan (15) a pupil at Newlands, passed his grade 7 flute examination with distinction this year. For part of his examination Jonathan played jazz, baroque and classical music. Jonathan is now working towards his grade 8 flute examination and plans to study music at university.

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Sarah Row (13) is a talented drama student at Newlands High School and has won numerous awards. These include the under-16s Shakespeare recital at the Eastbourne Music and Arts Festival earlier this year. Sarah is keen to study drama and dance at

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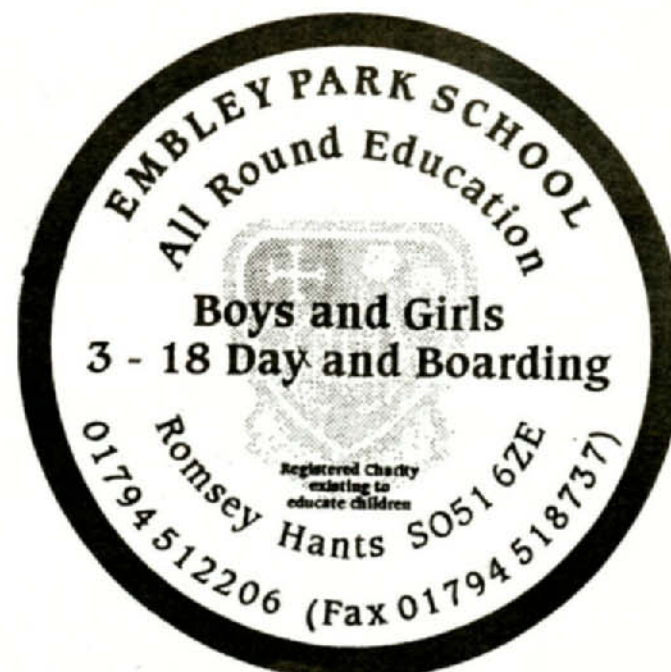
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Name:.....
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SWEDISH BLONDE female -USA seeks marines/sailors for correspondence. **BOX SEPT 1.**

SINGLE FEMALE 33 wants wonderful male penpal 30+. **BOX SEPT 2.**

FRIENDLY FEMALE 39, loves to write & receive letters. **BOX SEPT 3.**

LIKES GARDENING, walking, travelling, music, reading, children, animals divorced nurse. **BOX SEPT 4.**

FEMALE 24 seeks penpals, enjoys going out and having fun. **BOX SEPT 5.**

FEMALE 20 seeks male penfriend GSOH, genuine replies only please. **BOX SEPT 6.**

DIVORCED MUM 38 two children would like nice penfriend. **BOX SEPT 7.**

TRACY SEEKS penpals, m/f naval personnel. Will answer all letters. **BOX SEPT 8.**

OFFICER AND gentleman (35) WLTW beautiful bubbly "babe" (25-40) (photo). **BOX SEPT 9.**

PENPAL FRIENDSHIPS, no mail? I'll write! 20 something intelligent woman. **BOX SEPT 10.**

ATTRACTIVE LADY 25, divorced 1 child seeks genuine caring man. **BOX SEPT 11.**

ATTRACTIVE BLONDE, female 36, seeks penfriend. **BOX SEPT 12.**

DANIELLE ATTRACTIVE 40 - friendly personality humour seeks naval penfriends. **BOX SEPT 13.**

SUE 32, 5'2", separated seeks genuine caring male friendship/relationship. **BOX SEPT 14.**

SINGLE MUM 30, ex-service, likes cinema, socialising, TV soaps! **BOX SEPT 15.**

ALISON 5FT 6" brown hair, hazel eyes GSOH seeks pen-pal 30-35. **BOX SEPT 16.**

FEMALE MUSICIAN aged 23 in need of a penpal. **BOX SEPT 17.**

WELL-EDUCATED, pretty girl, 30, blonde, 5ft 9" seeks charming witty officer. **BOX SEPT 18.**

FUN-LOVING, bright girl, 32, seeks witty, articulate officer for correspondence. **BOX SEPT 19.**

AHOY THERE! do gentlemen write letters? Lady awaits your correspondence. **BOX SEPT 20.**

BLONDE MEDIUM build late 20's, seeks male correspondent for friendship. **BOX SEPT 21.**

WILD, WACKY and wayward female (24) seeks similar minded male **BOX SEPT 22.**

DAVE 27 GSOH, looking for lass 25+ for friendship and relationship. **BOX SEPT 23.**

ATTRACTIVE CHRISTIAN female, 30 seeks male naval penfriends, photo appreciated. **BOX SEPT 24.**

ALLURING LADY adventurous, green eyes, great grin seeks smiling serviceman. **BOX SEPT 25.**

KAREN 27YRS 5ft, likes Man Utd, cinema, animals, photography, UB40, M People. **BOX SEPT 26.**

PETITE 40 something, divorced RGN still attractive/fun own house/car, seeks friendship **BOX SEPT 27.**

ATTRACTIVE FUN-LOVING 32yr divorcee, seeks fun loving guy for friendship/relationship. **BOX SEPT 28.**

CUDDLY, SEPARATED female 24, wants honest caring reliable friend 24/35. **BOX SEPT 29.**

VAL 39 blonde, fun loving, seeks male penfriends, photo. **BOX SEPT 30.**

BLONDE LOVABLE, attractive bubbly 39 seeks mature attractive sailor 37-45. **BOX SEPT 31.**

SINGLE MUM 38 seeks honest interesting male penpal 36+. **BOX SEPT 32.**

ATTRACTIVE CARING girl with GSOH, seeks sincere tall penpal (33-43). **BOX SEPT 33.**

MUM 35 looking for male penfriend will reply to all. **BOX SEPT 34.**

SAILOR WANTS letters - mature/young/slim/plump - photo if possible. **BOX SEPT 35.**

ALL PROFESSIONAL lady, 32, seeks above-average officer for genuine friendship **BOX AUG 29.**

SUZI 33, fun-loving, sporty, cinema/theatre addict, seeks genuine friends. **BOX AUG 30.**

TALL PROFESSIONAL lady, 32, seeks above-average officer for genuine friendship **BOX AUG 29.**

MATURE EDUCATED bachelor, ship of life adrift, seeks lady to take over the bridge. **BOX AUG 30.**

ATTRACTIVE FEMALE seeks male penpal 30-40, for fun, friendship/relationship. **BOX AUG 31.**

SHY BLONDE babe 29, seeks attractive sailor for relationship/marriage. **BOX AUG 33.**

PERSONAL

NAVAL WIDOW, young outlook, many interests, well travelled, no ties, own house & car, wishes to meet sincere gent, 60-75, for friendship, maybe marriage again, to start life once more. **BOX SEPT 9614.**

PRETTY SCOTTS blonde, young 38, 5'5", medium build, cuddly, bubbly, loveable! outgoing, caring, various interest, wants honest caring, strong serviceman, 25+ to pamper with view to long term happy times. **BOX SEPT 9615.**

PASSIONATE, AFFECTIONATE, tall and slim, 22 year old single mum with excellent sense of humour seeks fun loving fella for letters and stuff! **BOX SEPT 9616.**

HI, WOULD anybody be interested in writing to me? I'm Val, I'm 25, single, and live in the country. I like the X-Files, sports, music and astrology. **BOX SEPT 9618.**

ORDERS NOW BEING TAKEN! for the 1997 Navy News Calendar. see page 27 for full details. Credit Cards /Switch accepted. Telephone 01705 826040 or fax your orders through on 01705 830149. **AVAILABILITY IS ANTICIPATED MID-SEPTEMBER.**

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This regular feature gives general information about new Defence Council instructions affecting conditions of service. If they apply to you, the full, original text should be studied.



Get Wise on DCIs



Carriers to get joint command HQ

COMMAND information systems to serve a Joint Force HQ afloat will be installed as a permanent fit in Britain's three aircraft carriers.

Evaluation of a joint HQ in a carrier was made during Exercise Purple Monarch in 1992, and since then two carriers were fitted with an interim JFHQ to support operations in the Adriatic.

The fits comprised a number of different items of communications and information equipment for command, control and intelligence purposes. The equipment was loaned by other Services.

Now a communications infrastructure will be built into the carriers to support a full sized Joint Force Operations Staff capable of conducting a range of joint and

combined operations from sea.

The equipment will be fitted over the next two to four years as each carrier enters a docking period or refit. HMS Illustrious will have it when she ends her maintenance period this month. HMS Invincible will get it early next year, followed later by HMS Ark Royal.

DCI RN 146/96

MOD to act over 'Year Zero' threat

COMPUTER managers in the Ministry of Defence are being warned to act now to avoid a "potentially serious threat" to a wide range of electronic systems operated by MOD. The Ministry's electronics experts believe that the identification and correction of problems in such areas as weapons control may be more difficult than in conventional systems.

MOD systems, in common with others, could be thrown into chaos because of the inability of many computers to cope with the date change from 1999 to the year 2000. They will tend to read it as "Year Zero". A survey sponsored by the Department of Trade and Industry has shown that while most systems managers in Britain consider the problem to be critical or serious, only eight per cent have conducted a full audit to assess the extent to which their systems are likely to be affected.

MOD computer experts say that action by Ministry personnel to make the necessary modifications has only been taken in cases where a problem has already occurred, and that the resources needed to make the changes have generally been underestimated.

Leap year

Difficulties may arise in software, hardware and embedded systems. When processing dates in the 21st century, software may make errors in calculations. For instance, the difference in years between 2010 and 1970 is 40, but subtracting 70 from 10 gives minus 60. And software may not even recognise that 2000 is a leap year.

Problems may occur before the millennium, in systems which use forward date calculations.

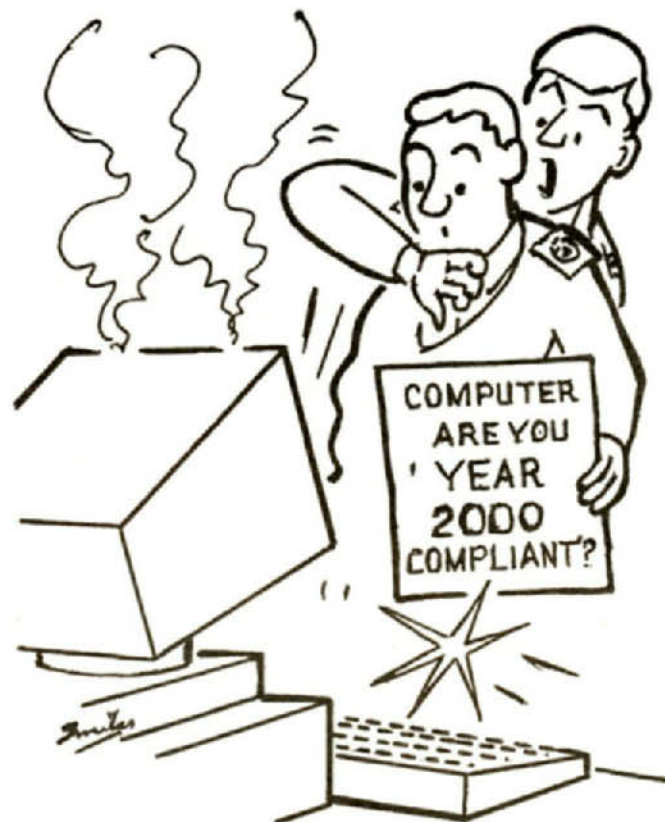
In some computer and electronic hardware systems, the internal clocks will not "roll over" correctly and nearly all personal computers will reset to 1980 when switched on in the year 2000.

Correction

The use of dates within embedded systems - such as weapons systems - may not be obvious as they are time related rather than date related. That means that problems may not appear until the date change takes place.

"The identification and correction of problems caused by the year 2000 date change in embedded systems may be more difficult than for conventional information systems," warns MOD.

Its experts say that the process of assessing, scoping, resourcing, modifying, testing and implement-



'It's a Year Zero complainant!'

ing changes is such that action must be started now.

It is telling systems and equipment managers to construct a register of all computer-based systems and identify the potential for errors as well as the estimated resources needed for correction, and the priority of each system.

Any bids for funding must be

submitted as early as possible. If there are significant costs, the most critical systems will be modified first.

Project managers of all new systems and those in the pipeline, must seek a contractual assurance from suppliers that the systems are "year 2000 compliant".

DCI GEN 204/96

Volunteer nurses for sea service

AN OPPORTUNITY for sea service is being offered to Naval nurses who joined the Service before April 1, 1994 and who have not yet volunteered to go to sea.

Officers of Queen Alexandra's Royal Naval Nursing Service are being invited to accept liability for sea service by letter from the Matron-in-Chief QARNNS. Ratings who wish to volunteer should do so through their Commanding Officers.

The operational role at sea for QARNNS volunteers will be mainly in primary casualty receiving ships, while those who do not volunteer may be deployed with other Services ashore.

The opportunity will close on November 30. DCI RN 139/96



'Our Florence Nightingale wants to be the Lady Swinging the Lamp!'

Stephen pens a tale with a moral

A STORY written by a Royal Navy officer forms the basis of a dramatised instructional video on breaches of computer security.

The two-part video *Fatal Infection* has been produced by the Inter Services Security Committee. The story, written by Lt Cdr Stephen Kerslake, centres around a fictional character whose serious indiscretions have catastrophic results.

The video is available from the makers, SSVC Film and Video Department, Chalfont Grove, Gerrard's Cross, Bucks., SL9 8TN.

DCI GEN 206/96

Protection of children

GUIDELINES and procedures for the protection of children overseas have been drafted for Ministry of Defence staff.

All Commands abroad are to have a Child Protection Committee, mirroring civilian Area Child Protection Committees in the UK. The committees are to include members of the Command welfare, medical education, legal, police and SSAFA staff.

They will be responsible for drawing up child protection procedures suitable for local conditions. They will also maintain a Command child protection register, authorise registration and conduct regular case reviews.

DCI JS 77/96

Support switch

ALL Royal Maritime Auxiliary Service vessels operating in Gibraltar have transferred from the Directorate of Maritime Services to the Commander British Forces Gibraltar.

The change comes as a result of a market testing decision. The RMAS's Gibraltar-based vessels will operate under the title of Marine Services Gibraltar and will wear the Government Service ensign.

DCI GEN 202/96

Staff move

THE JOINT Maritime Operational Training Staff has now moved from RAF Turnhouse and is occupying new premises at Northwood.

DCI JS 78/96

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Navy

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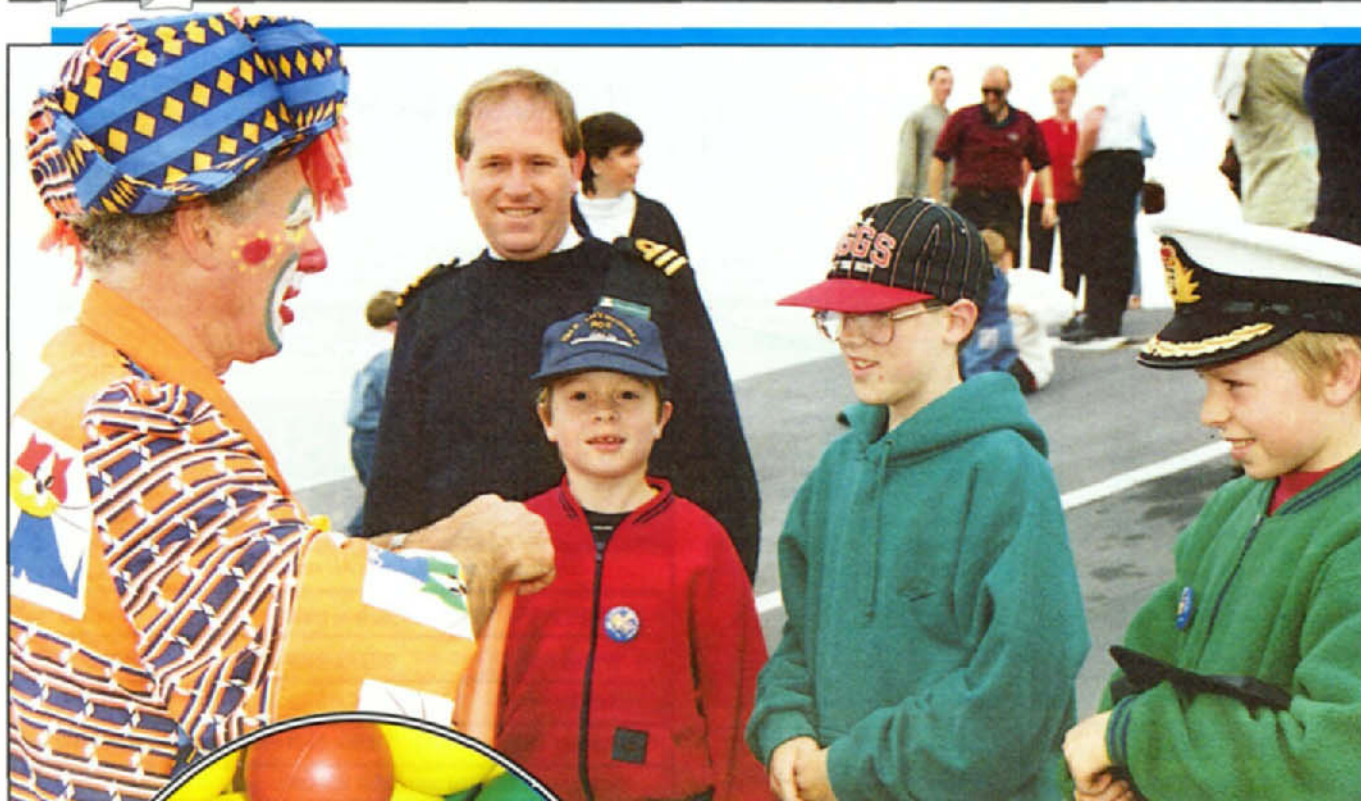
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Families



MAGIC MOMENTS

HMS INVINCIBLE had her first Families Day for three years, due to deployments in the Adriatic.

She sailed in company with HMS Manchester and HMS Glasgow for a trip out to the Nab Tower off Portsmouth where they were treated to a flying display featuring Lynx and Sea King helicopters, Sea Harriers and two GR1 Tornados and a G7 Harrier from the RAF.

Climax of this was the appearance of a Fairey Swordfish from the Royal Navy Historic Flight.

In between, the children were kept entertained by Alex the Clown, seen here bemusing Cdr (S) McDonald and family.

It's a kart success for young Michael

KEEN Karter Michael (11), son of 819 Naval Air Squadron senior pilot Lt Cdr Mark Leaning, has claimed the first podium finish of his driving career.

He enjoyed his most successful weekend of kart racing yet in the Formula Cadet Class of the Clay Pigeon Kart Club 1996 Championship Round Two.

As members of the RN and RM Motor Sports Association, the Leanings have raced as a team for over two years.

This is their second season of RAC licensed competition and the result has established Michael as a potential frontrunner in this year's club championship.

Determined

Competing against 30 other 8-12 year-olds from across the southern counties, he started the final from ninth on the grid – but stormed through the field to take a determined second place for much of the 10 lap race, eventually finishing third.

His form faltered somewhat in two later meetings – but he came equal third out of 17 qualifiers signed up for the National Kart Racing Association finals in Lincolnshire in October.

He is now looking for sponsorship for the RAC junior championships next year.

Another Roy of the Rovers, maybe?

DONCASTER Rovers centre half Darren Moore coaches the children of Plymouth Naval Base during pre-season training.

The Third Division team spent five days at HMS Drake and 55 young hopefuls took part in special early evening sessions run by team manager Sammy Cheung.

Highlight of their visit, organised by POPT 'Whisky' Haigh and LPT 'Daz' Blythin, was a match against HMS Drake, which the Rovers won 4-0.

Just balled over!

NATASHA Preston-Jago thought the ball pond provided in HMS Sheffield was the cat's whiskers when she sailed in company with HMS Iron Duke for a joint Families Day off the Devon coast.

The Type 22 frigate's hangar was converted for the day into a multi-purpose creche complete with bouncy castle, face painting and "Nippy the Clown".

None of the children minded being attacked by enemy aircraft – and they much enjoyed a mock Search and Rescue display by Sea King helicopter and ship's boat.

Over 90 of them were catered for by supervisors Mandy Clark and Tina Dinham who work in two of the Plymouth area's nine RN playgrounds.

● A ball pool has been purchased for Helitots, the Culdrose Child Care Centre that has now moved to rooms vacated by the Wives Club, with money from the Nuffield Trust.



'Clublets' first

FOUR Physical Trainers have set a trend and – maybe – helped recruiting by becoming proud parents of two baby clublets.

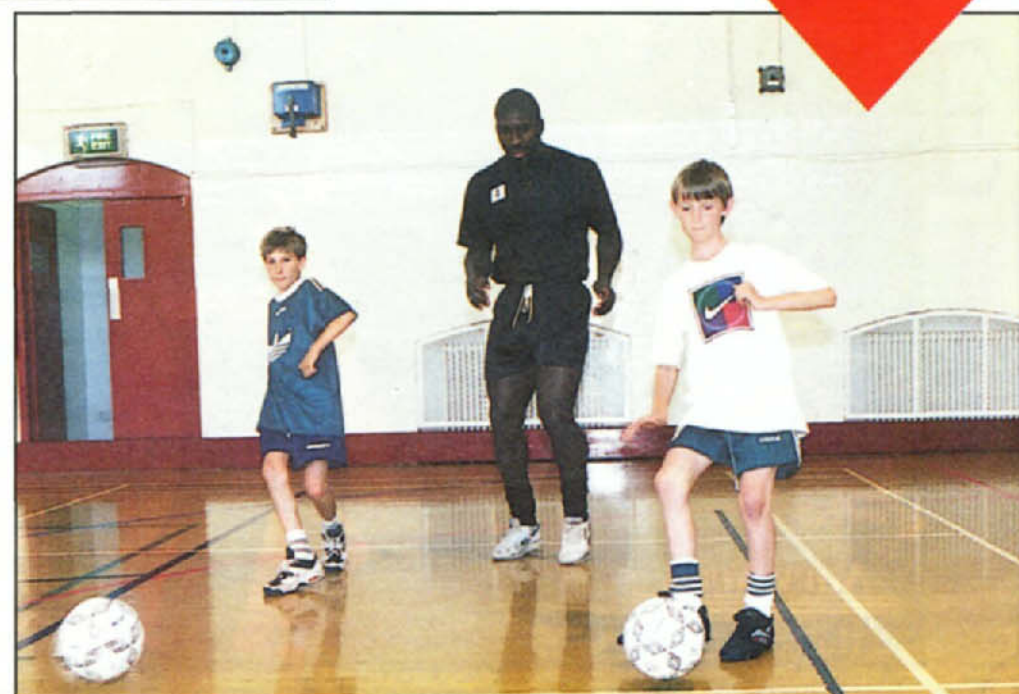
James Lindsay (right), pictured with POPT father John and mum Elaine is the first baby born to serving PTs – and Samuel (left) followed to CPOPT Mal Badham and his wife Jo just 16 days later.

Between them, the Lindsays and Badhams have 46 years of qualified service. John leaves the Navy this month, while Elaine is serving at HMS Excellent, Mal with Director of Naval Recruiting and Jo at HMS Dryad.



Colour party for our Vernon

IT WAS a colourful greeting at Devonport for OM Vernon Rattenbury of HMS Chatham, back from a nine month deployment spent mainly on Gulf patrol. Bearing the "welcome home" balloons are his wife Donna, son Sam (7) and daughter Chloe (5).





Miscellaneous & Recruitment



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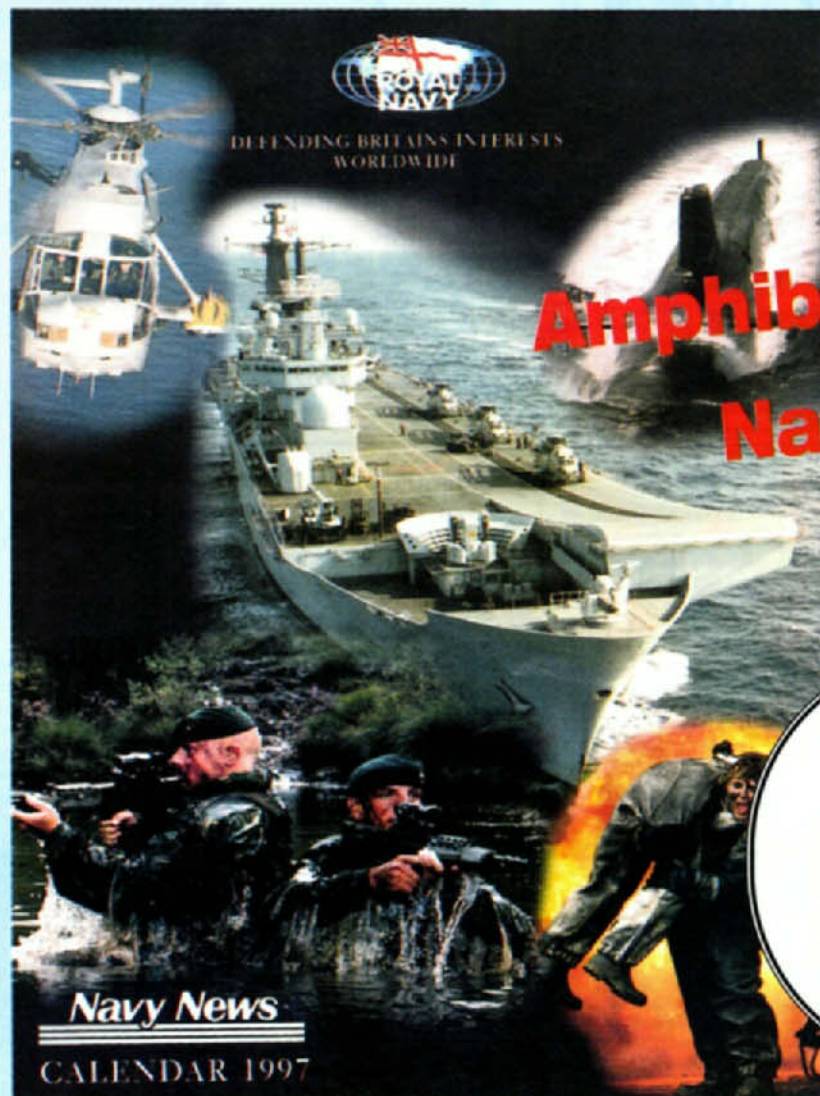
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Special games need helpers

THE NAVY is on course to play a key role in one of the biggest peace-time events in Portsmouth's history.

The 1997 Special Olympics National Summer games from July 12 to 19 will involve 2,500 mentally handicapped competitors from around the country.

Talks are already underway which could result in the RN providing accommodation and hosting basketball and volleyball matches, and organisers are hoping to enlist as much support from serving personnel as possible.

A thousand volunteers are needed to ensure that the games run smoothly and the Special Olympic Trust must raise £500,000 towards the competitor's costs.

Rewarding

One of the trustees, Admiral Sir Derek Reffell, said: "Naval personnel can do a lot to help either as volunteers or by fund raising. They will get an enormous sense of satisfaction from taking part or supporting the games. It is very rewarding."

Information packs have been sent out to every ship and establishment in the country and a list of would-be volunteers is being compiled. Call the games hot-line on 01705 834118 to register or ask for more details.

Volleyball date

PREPARATION for the 96/97 National League volleyball season starts with a proficiency weekend at HMS Sultan on Sept 28 and 29.

Any interested players should contact Lt Les Crawford on HMNB Portsmouth ext 23561. Portsmouth players who want to represent the RN Trident Team should contact CPO Steve Heggie on Sultan ext 2725. For details of the Ladies team contact Lt Mandy McBain at Portsmouth ext 26587.

Polo team has Army in retreat

LESS THAN a week after their historic victory in the Inter Regimental competition, the Royal Navy Polo Team was back in action against the Army in the Rundle Cup at Tidworth.

The match was once again played in bright sunshine in front of some 3,000 supporters with the Navy team captained by The Prince of Wales.

The Navy received a half point handicap advantage and soon increased their lead with a goal by Prince Charles and another by Commander Richard Mason, followed by some good riding off from Lt Ian Annett.

Despite a penalty from Captain Rupert Thornloe for the Army, the Navy played well together as a team and started to dominate the game.

Further goals by the Prince of Wales, Richard Mason and Lt Adrian Aplin resulted in a naval lead of 6 and a half to 3 by the beginning of the fourth and final chukka, but the match was by no

means over.

The Army launched a counter-offensive and a further penalty by Rupert Thornloe and goals by Captain Nick Hunter steadily reduced the Army's deficit to within half a goal and it looked like they could clinch the winning goal at any second in an exhilarating climax.

Penalty

But a foul by the Army gave the Navy a penalty shot which Richard Mason slotted between the goal posts from 100 yards out to finally secure a third consecutive victory for the Royal Navy.

Boxer swings midi ships title

HOCKEY'S midi-ships cup was held up by ship movements throughout the season, and the final between HMS Boxer and HMS Cardiff was a long time in coming.

But the players didn't have to wait long for the first goal as S/Lt Stuart Pring put Boxer ahead in the first minute. Cardiff were immediately on the offensive and Boxer did well to keep the score 1-0 until half time.

The second half was far more open but Boxer again took the upper hand with a succession of short corners, one of which gave Pring the chance to flick the ball into the top corner of the goal to secure a 2-0 victory.

RN ladies seek sponsorship

The RN Women's Hockey Team launched a fund raising campaign for their March '97 tour of South Africa with a match against Past WRENS. The RN Women won 2-1 and held a fund raising party in HMS Victory in the evening.

The team, whose next fundraiser is a match in a mixed seven-a-side tournament at US Portsmouth HC at 0920 on Sept 8, are looking for companies to advertise in their SA tour brochure. Contact Gill Bennett on 01329 319822 or Debbie Vout on 01705 815469.



The Prince of Wales (3) Lt Adrian Aplin (2) and Cdr Richard Mason (4) who all scored for the Navy with Army Captain Nick Hunter.

Picture: FOSF Photographic

Equestrians saddled with stiff opposition



CPO Dougie Stewart on his own horse Harry, at the Army's one-day event at Tidworth.

THE NAVY'S showjumping and eventing teams started the season well with a win over the Army and RAF at Larkhill Horse Show.

They won the showjumping phase in the first round of the Loriner's Cup, but disappointments in the second round dressage, showjumping and cross country event at Tidworth, and the third round dressage and showjumping event at the Animal Defence Centre at Melton Mowbray meant the team had to settle for third place.

The team also competed at the Royal Windsor Horse Show and the Aldershot Horse Show. Despite the Army sending more than 30 horses to Aldershot the RN A Team came out with a very creditable six place.

Both the Navy's Novice and Senior championships were held at the Naval Riding Centre at HMS Dryad.

HMS Heron were the overall winners in the Novices, winning the Kemble Plate, and the individual winner was Lt Cdr Richard Holmes from HMS Invincible.

The Seniors were well supported and Lt Rachel Firth rode the NRC's Calendar Girl to victory, winning the Berthon Trophy.

The Lambe Trophy was won by HMS Dryad, and Portsmouth won the Command Trophy.

Lt Cdr Peter Greenwood, riding the NRC's Inscribe, won both the Addy Trophy for the best individual performance and the Stevenson Cup for the best dressage score.

This month the teams will be in action again at the RAF Championships at Cranwell and will be competing in the Army and Royal Artillery Hunter Trials at Larkhill in October.

Ride results

PORTSMOUTH Command Mountain Bike Championships joined forces with the second round of the Interservice MTB Championships at Longmore Army Camp.

Seventy five riders turned up to do battle on the tough six-mile course with the fastest time going to Cpl Lee Kukor (RM Poole) in the main event, closely followed by AEA Stuart MacKenzie (HMS Sultan.) LWAEA Nicky Wallace (HMS Sultan) was the fastest woman.

For more information on mountain biking, contact Lt Gavin Edwards via the Wardroom Mess at HMS Collingwood.

Sports Personalities of the Year



THE SECOND Sea Lord paid tribute to the sterling achievements of the Royal Navy's sportsmen and sportswomen at an awards ceremony in HMS Invincible.

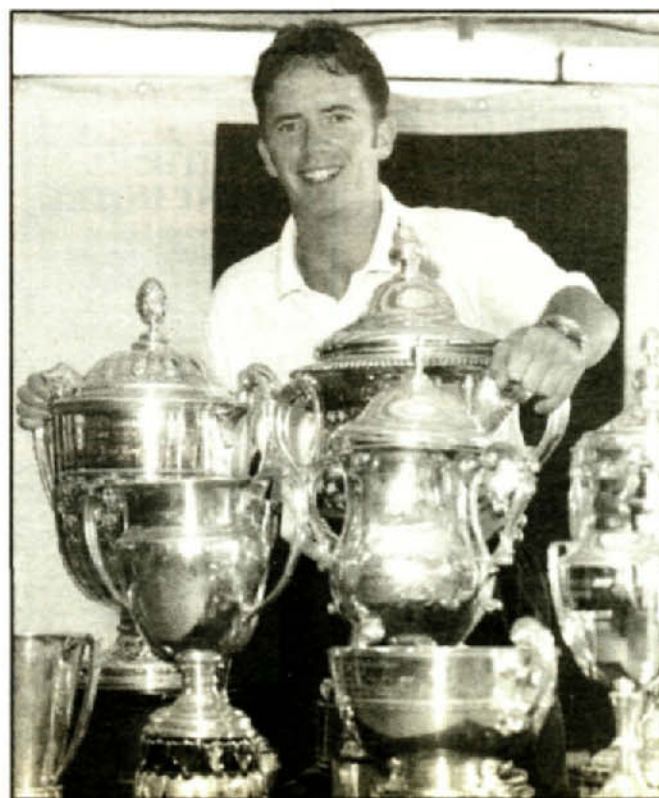
Admiral Sir Michael Boyce presented the NATO Cup for the Outstanding Sports Personality of the year to LWREN Jane Willens of HMS Heron.

The Cup was awarded for her consistent efforts and achievements in showjumping and eventing for the RN.

2SL also presented the Sports Control Board Cup for the Outstanding Sports Team of the Year to OM Stephen O'Neil, POAEM Nigel Thwaites, WOPT Tommy Johnson and POPT Steve Riley who received it on behalf of all the Royal Navy soccer team.

Left: LWREN Jane Willens with the NATO Cup for Outstanding Sports Personality of the Year.

Right: OM Stephen O'Neil who played in every match for the RN soccer team with some of the trophies he helped to win. Pictures: LA(PHOT) Coombs





● Nicholson 55 'Chaser' crosses the line to win her class in race one of the Princess Elizabeth Cup in the Solent. The Navy went on to win the cup and every division in the Interservices Offshore Race to St Peter Port in Guernsey.

Picture: FOSF Photographic Unit

Tall story

THE ROYAL Navy was represented in the first leg of the Cutty Sark Tall Ships Race by HMSTC Racer.

An 11-strong crew joined the yacht in Rostock, Germany and raced her across the Baltic towards the Gulf of Finland.

Racer completed the voyage in five days and finished ahead of both the Army and the RAF.

After the race, the boat called at St Petersburg where the young sailors joined a parade of crews and stopped off in Finland, before reaching the UK.

President best shot at Bisley

THERE was nothing reserved about HMS President's performance in the RNR Rifle Association's 63rd annual Skill At Arms meeting at Bisley.

Despite some sharp shooting from last year's champions HMS Vivid, President stayed on target throughout the event and came top for the first time since 1970.

Competition was very tight and conditions ranged from bright sunshine to torrential rain, and the event was one of the best attended meetings for years with all but three Reserve Training Centres represented as well as three teams from the RN University Squadrons.

HMS King Alfred shot well and took home the Duke of Westminster Whitehead SA80 and Chambré Tyro Pair trophies. HMS Vivid's success in Vulture, Tyne and Thames cups was not enough to outpoint HMS President whose consistency put them in the top three in every event.

Thanks, we'll take the lot!

THE NAVY swept the board in the Interservices Offshore Sailing Regatta and won the inshore Princess Elizabeth Cup in the Service's best performance for 21 years.

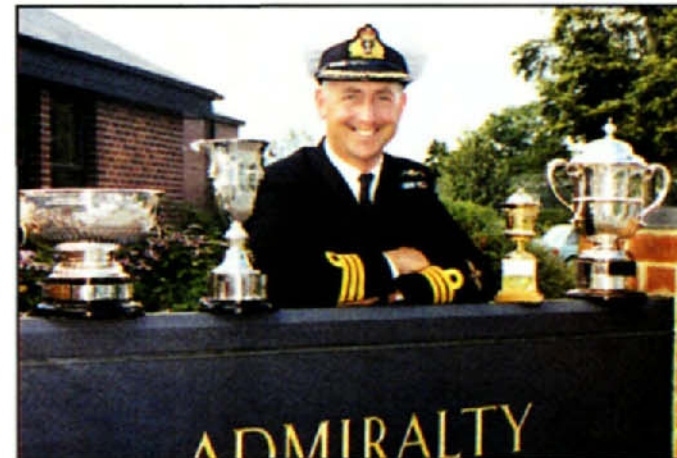
The winning yachts were 'Chaser' (Division One, Cdr Tony Higham) 'Gauntlet of Tamar' (Division Two A, Lt Mike Broughton) 'Rapana' (first JSASTC, Lt Cdr Clive Woodman) 'Percussion' (Division Two B, Cdr David Llewellyn) 'Flashlight' (Division Three A, Lt Cdr David Jones) and 'Skukusa' (Lt Cdr Ian Kennedy.)

Cdr Mike Shriver, Captain of the Navy Team, was in no doubt that a new approach to crew selection was a major factor in the Service's success.

Exuberance

He said: "The Royal Navy Offshore Sailing Team has been considered a 'closed shop' for a number of years and it was a deliberate policy to select a considerable number of new members for a younger crew and a greater proportion of ratings."

"We went for a combination of wise heads and youthful exuberance and it worked."



● Navy Team Captain Cdr Mike Shriver with this year's spectacular haul (l to r) the Royal Ocean Racing Trophy (first overall offshore) The Biggin Hill Trophy (first in division two) The Princess Elizabeth Cup (first overall inshore) and the Interservices Team Trophy.

Picture: LA(PHOT) Wolfie Wilkinson.

The Navy's success in the The Princess Elizabeth Cup, held around racing buoys in the Solent, was achieved in extremely light airs, with the afternoon race almost a drifter.

The offshore race to Guernsey produced some very tight racing with the overall winner, HMS Sultan's 'Gauntlet of Tamar' crossing the line at Castle Cornet after 17 hours at sea less than two minutes ahead of the Army's Sigma 38 'Redcoat Three' in a nail-biting

night-time finish.

Other racing successes were 'Sealion' (Lt Cdr Gary Wilson) who won the Braganza Cup for the first Portsmouth yacht and the MG 346 Trophy (CPO Nick Carter). The racing was ably organised by Lt Cdr Vic Prodder and the winners were presented with their trophies by the Governor of Guernsey Vice Admiral Sir John Coward at the Beau Sejour Centre in St Peter Port.



● PO Taff Hopkins (left) with co-driver and navigator PO Jason Curtis, and LAEM Phil Nourse

Picture: RNAS Culdrose Photographic Section

STEERING COMMITTEE

RALLY drivers PO Taff Hopkins and PO Jason Curtis from RNAS Culdrose are accelerating towards a top ten position in the Skoda Trophy and are third in the Cornwall Championships.

Just back from a rally in the Morgannwg Forest near Swansea, the team are off to Europe to take their chances in a tarmac event in Belgium later this month.

The car, a new Skoda Felicia, was built at Culdrose by PO Hopkins and PO Nick Stairmand. LAEM Phil Nourse completes the team, sponsored by the Navy, Truro Bowl and Mid Cornwall Cars.

Cricket round-up

By Lt Cdr Jim Danks

Royal Navy V Army

THE NAVY lost the toss and batted first. Four new caps were awarded and after the early loss of Andrew for two, Lt Cdr Andy Eastaugh and Lt Cdr Alistair Falconer (819 NAS) added 56 at a run per minute, before Falconer was run out for 32 with the score at 66 for two.

This signalled the start of some very poor batting as the innings collapsed to 124 all out. Only Eastaugh with 26 and Barsby with 22 made double figures.

When the Army batted, Lt Simon Morris, who was out first ball, took a wicket with his first ball to offer a glimmer of hope, and the Army lost a second wicket at 25 before Palmer and George put up an unbroken stand of 103 which saw the Army to an eight wickets victory.

RN 124 Army 128-2 Army won by 8 wickets.

Royal Navy V RAF

The RN won the toss and put the RAF in, and when Bray was LBW to Miles with the score at 17, things looked good.

This was to be their only success as the RAF totalled 263 for one with Lamb making 117 and Jones 99. The Navy were without Cpl Hurry who has been injured against the Army and only Morris and Procter put the brake on the runs before scored, conceding just 31 and 37 runs respectively from their overs. To take only three wickets in two matches reveals a shortage of penetrative bowling.

The Navy innings followed a similar pattern to the first game, with Andrew out for four. There followed a stand of 57 between Eastaugh (23) and Falconer (33) before Falconer holed out in the deep. Andrew and Falconer will not need reminding what effect their disappointing showing in these matches had on team performance and the boost it gave to the opposition. Although Andy Procter made a defiant 44 from 42 balls, the Navy could not maintain any challenge to the RAF total and were all out for 212 leaving the RAF the winners by 51 runs.

Scores: RAF 263-1 Royal Navy 212 RAF won by 51 runs.

In the deciding match the Army beat the RAF by three wickets to become this season's champions.

The very disappointing performance from the team came at the end of a season in which much good cricket was played and good performances against stronger opposition achieved.

"Interservices nerves" may have affected the new caps but the experienced players did not carry their responsibilities on to the pitch. Much hard work needs to be done to find new talent for the next season, coaching courses are available but potential players must identify themselves and then attend the coaching.

Royal Navy V Devon

The Navy won the toss and after a bright start they reached 61-2, before a dramatic collapse which saw the last eight wickets fall for just 18 runs.

The Navy were all out for 79 and Devon had little trouble in making 80 for two to win by eight wickets.

Scores: Royal Navy 79 Devon 80-2. Devon won by eight wickets.

Royal Navy V CCC Under 25s at Ealing

The CCC U25 won the toss and were rocked by some fine bowling from Lt Chris Slocombe and Lt Simon Morris which saw the home side 31 for three after 12 overs. Mne Andy Procter bowled his off spinner well to record 11 overs for just 24 runs with four maidens.

Towards the end of their innings the CCC batsmen increased their scoring rate in the face of some very good Navy fielding to reach 231 for six from their 55 overs.

With Mid Peter Andrew playing only his second game for the senior side and Lt Cdr Andy Eastaugh in good form, the Navy put on 75 for the first wicket. Two key partnerships were to set the Navy up after Andrew was caught for 69 and three cheap wickets fell in the 90s. Mnes Tim Burt and Andy Procter added a rapid 48 in 25 minutes and skipper CPO Paul Barsby and CPO Stuart Adams made 56 in 33 minutes to take the Navy to 211 for eight.

In increasingly heavy rain and gloom Slocombe and AB Steve Miles made the necessary 21 runs in 12 minutes to see the Navy to an exciting and well deserved victory with just two balls remaining; morale boosting win in the last match before the Interservices in which all players made a contribution.

Lambs Navy Cup Final

In their first meeting in the Navy Cup, HMS Sultan beat HMS Seahawk by 87 runs in the final at Burnaby Rd, Portsmouth.

Sultan batted first and overcame the early loss of Navy skipper Paul Barsby with a match-winning partnership between LWEM Will Frame and AEA Rob Green who both made 71 in an excellent second wicket partnership of 146 in 144 minutes.

LAEM Steve Wade made 34 not out as 65 runs came in the last eight overs and Sultan totalled 211 for four at the end of their 35 overs.

HMS Seahawk, who lost only one wicket in reaching the final, started well but lost the crucial wickets of Lt Cdr David Wells and Lt Mark Coupland in reaching 47.

Lt Justin Matthews provided the only real resistance in making 44 before being run out as Seahawk totalled 124 for nine at the end of their allotted overs, giving Sultan victory by 87 runs.

After the match, Mrs Vicky Sandman presented the Cup to a delighted CPO Stan Bowes and mementoes to both teams. Colonel Robert Fulton, Chairman of the RNCC, presented bottles of Lambs Navy Rum to the two men of the match, Will Frame and Rob Green. The RNCC are very grateful to Lambs Navy for sponsoring the Navy Cup and were delighted that Mrs Sandman could present the Cup at the final.

Coaching and Umpiring Course

The courses are held during the off season and anyone interested in attending any of the above course should write to Lt Cdr DJ Dalton at HMS Seahawk for Coaching Course and Lt Cdr PJW Danks at HMS Temeraire for the Umpiring or scoring courses. If you have recently been on an umpiring course and want to become involved in RN cricket please contact Lt Cdr Neil Scruton at HMS President extension 7301.

'Fair' Bett delays new deal on pay

NEW PAY structures for the Navy will not be introduced until after the millennium – or “towards the end of 1999 at the earliest.”

Work on the Independent Review of Manpower produced by Sir Michael Bett has proved complex, so delaying the detailed breakdown of proposals promised earlier this year.

This it is intended to be presented later in the year before final decisions are taken.

In a signal from the Deputy Chief of the Defence Staff (Programmes and Personnel) Air Marshal Peter Squire underlined the guiding principle “to develop terms and conditions of service which will ensure that we can recruit and retain sufficient numbers of people of the right calibre and skills, and which are fair”.

“The issues are complex and inter-related, which is why we believe it will be important to consider them as a coherent package and not in isolation.”

Performance

Development of a new pay structure was progressing well, but was governed by the need for a completely new job evaluation system.

Individuals would be allocated to pay ranges within their rank with incremental points to which they could progress according to experience, qualifications and performance.

Performance related pay, “in the accepted sense”, was not under consideration. Where appropriate, pay ranges would overlap between ranks so that, in some circumstances, the most senior in one rank could be paid more than the most junior in the next higher rank – although the higher rank obviously had the potential to earn more.

Everyone on advancement/pro-

motion would be allocated to a point on the next pay range that gave them an increase in basic pay – while transition arrangements would ensure that no individual would suffer a reduction in basic pay when the new system was introduced.

It was intended to simplify additional pay, making it more flexible to match specific recruiting and retention needs.

There would be no change in entitlement to the current Armed Forces Pension Scheme for all those in the Services today. Reserved rights are guaranteed.

“More work, however, is needed before we decide on the way ahead for new entrants.”

As to allowances and charges, LSSB would continue for those in qualifying billets.

“Our objective is a simplification of current allowances, with greater equity of treatment of married and single personnel.”

And leave: “The complexities of the work still in hand are such that, at this stage, it is not possible to provide the more definitive answers which we know many of you would have liked.”

Royal visitor for Vivid

PRINCE Michael of Kent, Honorary Commodore RNR, attended the re-dedication of HMS Vivid, the Reserve Training Centre at Mount Wise, Plymouth.

After taking the salute at the parade he praised the enthusiasm and professionalism of the Reserve Forces – and in particular the sustained morale of HMS Vivid during the past difficult year.



The tip of the sword

HMS LANCASTER (foreground) is seen leading Exercise Swordfish 96, a highly successful multi-national exercise run off the Portuguese coast.

A visit to Lisbon came beforehand and afterwards a weekend was spent in La Coruna, Spain.

Participants included ships, aircraft and submarines from the UK, Portugal, Spain, France, the Netherlands, Italy and the USA, enjoying a variety of valuable serials culminating in a two-day embargo exercise and a multi-threat transit.

The exercise also offered a first opportunity to test the Lynx Mk 8 helicopter in a complex, multi-national scenario – and saw it acquit itself well.



SILVER SERVICE

SOME of the Navy's finest silver – including a 7ft model of the 'Sailor King' George V's funeral cortege and this statuette of Nelson made in 1905 – will be on display at an exhibition of marine art at the St George's Centre, Chatham Maritime, the former RN barracks church, HMS Pembroke, from September 28 – October 6.

Courting publicity

THAT's what Navy News was doing at the Royal Tournament when our stand was visited by thousands – including First Sea Lord Admiral Sir Jock Slater, who met Lisa Taw (right) and Melanie Gibb of our commercial staff on the last day of this year's Navy-led event at Earls Court.

Picture: PO(Phot) Dizzy de Silva



Navy News

MONTHLY QUIZ
ENTRY FORM



CASH PRIZES TO BE WON!

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (September question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

So just for fun, test your knowledge of naval matters and win yourself a prize.

September '96
Question
Which Greek city has a street named after HMS Daring?

Write your answer here

NAME
ADDRESS
POSTCODE
TEL. NO.

Keep this coupon in a safe place until you have collected all twelve.
Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

